

INTERMODAL HIGH-SPEED RAIL CONNECTIONS

(111-109)

HEARING
BEFORE THE
SUBCOMMITTEE ON
RAILROADS, PIPELINES, AND HAZARDOUS
MATERIALS
OF THE
COMMITTEE ON
TRANSPORTATION AND
INFRASTRUCTURE
HOUSE OF REPRESENTATIVES
ONE HUNDRED ELEVENTH CONGRESS
SECOND SESSION

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April 29, 2010

SUMMARY OF SUBJECT MATTER

TO: Members of the Subcommittee on Railroads, Pipelines, and Hazardous Materials

FROM: Subcommittee on Railroads, Pipelines, and Hazardous Materials Staff

SUBJECT: Hearing on "Intermodal High-Speed Rail Connections"

PURPOSE OF HEARING

The Subcommittee on Railroads, Pipelines, and Hazardous Materials is scheduled to meet on Monday, May 3, 2010, at 2:00 p.m., in Miami, Florida to receive testimony on Intermodal High-Speed Rail Connections. The hearing will take place at Miami-Dade College, Chapman Room (Room 3210) located at 300 NE 2nd Avenue in Miami, Florida.

LEGISLATION

I. Passenger Rail Investment and Improvement Act of 2008

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (P.L. 110-432) represents the most sweeping Congressional action on intercity passenger rail since those that created Amtrak and the Northeast Corridor Improvement Project during the 1970s. In addition to reauthorizing Amtrak, PRIIA established three new competitive grant programs for funding intercity passenger and high-speed rail capital improvements:

- *Intercity Passenger Rail Service Corridor Capital Assistance (section 301).* Under this section, the broadest of the three new grant programs established under PRIIA, States (including the District of Columbia), groups of States, interstate compacts, and public intercity passenger rail agencies established by one or more States may apply for grants to fund up to 80 percent

of the cost of capital improvements to benefit all types of intercity passenger rail service. To be eligible for funding under this program, proposed projects must be included in a State Rail Plan.

- *High-Speed Rail Corridor Development (section 501).* Although similar in structure, criteria, matching requirements, and conditions as section 301, eligibility for this program is restricted to projects intended to develop high-speed rail corridors. Such projects must be located on a Federally-designated high-speed rail corridor, and be intended to benefit intercity passenger rail services reasonably expected to reach speeds of at least 110 miles per hour. Participant eligibility for this program is also broadened from section 301 to include Amtrak.
- *Congestion Grants (section 302).* This program authorizes grants to States or to Amtrak (in cooperation with States) for financing up to 80 percent of the capital costs of facilities, infrastructure, and equipment for high-priority rail corridor projects necessary to reduce congestion or facilitate ridership growth in intercity passenger rail transportation. The program incorporates the same grant conditions as those applicable under sections 301 and 501.

In addition, PRIIA created a process for the U.S. Department of Transportation (DOT) to issue a request for proposals for private interests to finance, design, construct, operate, and maintain high-speed service in dedicated corridors or the Northeast Corridor. The Federal Railroad Administration (FRA) published a Request for Expressions of Interest in the *Federal Register* on December 16, 2008, initiating the process; final submissions were due on September 14, 2009.¹ According to DOT, eight private interest proposals were submitted, which were then sent to DOT's Volpe National Transportation Systems Center (Volpe Center) for review. The Volpe Center recommended five proposals for consideration, and DOT concurred after an independent review. The proposals were submitted by the Société Nationale des Chemins de fer français (SNCF) (French National Railways) (four proposals) and the California High Speed Rail Authority (one proposal). SNCF submitted proposals for the Florida, Midwest, California, and Texas corridors. The California High Speed Rail Authority (Authority) is already a recipient of the grants. However, the Authority plans to finance over a quarter of the project cost with private funding (\$10-12 billion). No proposals were submitted for private sector development of high-speed rail in other designated corridors, including the Northeast Corridor.

PRIIA states that eligible projects are to be advanced to commissions for review; and that meritorious projects are to be recommended to the DOT Secretary and subsequently to Congress for further action. The proposals have not yet been forwarded to the applicable states for commissions to be formed.

II. American Recovery and Reinvestment Act of 2009 (Recovery Act) (P.L. 111-5)

On February 17, 2009, the Recovery Act was signed into law, providing \$64.1 billion of infrastructure investment, of which \$8 billion was provided for the cost of projects described under sections 301, 302, and 501 of PRIIA. In addition, \$1.3 billion was provided to Amtrak for capital

¹ *Notice Requesting Expressions of Interest in Implementing a High-Speed Intercity Passenger Rail Corridor*, 73 Fed. Reg. 242 (Dec. 16, 2009).

and safety/security improvements. In keeping with its urgent nature and underlying purposes, the Recovery Act waives the non-Federal matching funding requirements for all three programs, suspends the requirement that proposed projects be included in a State Rail Plan, and requires the issuance of interim guidance to govern the procedures and conditions for the programs. The Recovery Act further directs the Secretary of Transportation to give priority to projects that support the development of intercity high-speed rail service, and requires that the Secretary submit to Congress a Strategic Plan describing how the funding will be used to further that objective within 60 days of enactment. Unlike funding for other programs provided through the Recovery Act, the law allows the \$8 billion to remain available for obligation until September 30, 2012. The \$1.3 billion provided to Amtrak will remain available through September 30, 2010.

Following enactment of the Recovery Act, the President released the Administration's fiscal year (FY) 2010 budget outline, which proposed additional funding for each of the next five years for the advancement and development of high-speed rail throughout the United States.

1. Strategic Plan

On April 16, 2009, the President released a strategic plan for the development of high-speed rail in the United States, which proposes to help address the nation's transportation challenges by investing in an efficient, high-speed passenger rail network of 100-600 mile intercity corridors that connect communities across America.

In the near term, the plan proposes to lay the foundation for that network by investing in intercity rail infrastructure, equipment, and intermodal connections, beginning with an \$8 billion "down payment" provided under the Recovery Act, and continuing with a longer-term high-speed rail grant program. The near-term investment strategy seeks to: (1) advance new express high-speed corridor services (operating speeds above 150 miles per hour (mph) on primarily dedicated track) in select corridors of 200-600 miles; (2) develop emerging and regional high-speed corridor services (operating speeds up to 90-110 mph and 110-150 mph respectively, on shared and dedicated track) in corridors of 100-500 miles; and (3) upgrade reliability and service on conventional intercity rail services (operating speeds up to 79-90 mph).

According to the plan, while the \$8 billion provided in the Recovery Act is a substantial Federal commitment to high-speed rail development, an ongoing annual investment program, coupled with reliable funding of Amtrak's assets and services, is needed to build a 21st Century transportation network that includes a central role for high-speed passenger rail in corridors of 100-600 miles.

Following issuance of the Strategic Plan, the FRA conducted several regional outreach meetings with the States and other interested parties on the High-Speed Intercity Passenger Rail (HSIPR) program.

2. High-Speed Intercity Passenger Rail Interim Program Guidance

On June 23, 2009, the FRA published in the *Federal Register* interim guidance and application forms for the HSIPR, as required under the Recovery Act.² Prior to issuance of the interim

² *High-Speed Intercity Passenger Rail ("HSIPR") Program*, 74 Fed. Reg. 29,900 (June 23, 2009).

guidance, the FRA held seven outreach sessions with local elected officials, State departments of transportation, and private interests to solicit stakeholder and public input into the development of the HSIPR program guidance.³ FRA's interim guidance was designed to build on President Obama's "Vision for High-Speed Rail" by outlining the application requirements for obtaining funding for high-speed rail projects made available through the Recovery Act and the DOT Appropriations Acts of FY 2008 (P.L. 110-161) and FY 2009 (P.L. 111-8).

To accommodate the expected variety of applicant goals and stages of project development, the FRA designed four funding tracks under which applications were to be submitted by States (or Amtrak).

- Track 1 provided for intercity passenger rail projects to improve existing services that are "ready-to-go" and can be completed within two years of award.⁴ Track 1 projects are funded by the Recovery Act.
- Track 2 was for projects aimed at the development of "new High-Speed Rail corridors and Intercity Passenger Rail services." In addition, Track 2 was available for substantial upgrades to existing corridor services for projects eligible under PRIIA section 501 (High-Speed Rail Corridor Development) and section 301 (Intercity Passenger Rail Corridor Capital Assistance).⁵ They are longer-term projects that must be completed by September 17, 2017. Track 2 projects are funded by the Recovery Act.
- Track 3 was reserved for planning activities for the development of future high-speed rail projects.⁶ Track 3 projects are funded through the DOT Appropriation Acts of FY 2008 and FY 2009, which require a 50 percent non-Federal match. The planning activities must be completed within two years of obligation.
- Track 4 was designed for high-speed rail projects that are eligible for Track 1 funding, but where the applicants are providing a 50 percent non-Federal match of financing.⁷ The projects must be completed within five years of obligation. Track 4 projects are funded by the DOT Appropriations Act of FY 2009.

3. Applications

Pre-applications for high-speed rail projects for all tracks were due to the FRA on July 10, 2009. The FRA held 11 outreach sessions with State departments of transportation on the pre-applications to provide States with guidance.⁸ The FRA received 278 pre-applications for \$103 billion in projects. Final applications for Tracks 1, 3, and 4 projects were due on August 24, 2009. Final applications for Track 2 projects were due on October 2, 2009.

³ Charlotte, NC; Orlando, FL; Seattle, WA; Sacramento, CA; Houston, TX; Chicago, IL; and Philadelphia, PA.

⁴ *Id.* at 29,904.

⁵ *Id.*

⁶ *Id.*

⁷ *Id.*

⁸ Vancouver, WA; New Haven, CT; California; Wilmington, DE; Charlotte, NC; New Orleans, LA; Chicago, IL; Texas; Boston, MA; Atlanta, GA; and Milwaukee, WI.

FRA received 259 final applications from 37 States plus the District of Columbia totaling \$57 billion in requests for funding. Of those, 184 applications totaling \$7 billion were submitted for final design and construction projects; 45 applications totaling \$50 billion were submitted for corridor development; 27 applications totaling \$37 million were submitted for planning activities; and three applications totaling \$18 million were submitted for FY 2009 appropriations-funded projects.⁹

On October 6, 2009, the FRA announced that awards would be made in the winter of 2009/2010 and “selections will be merit-based and will reflect President Obama’s vision to remake America’s transportation landscape.”¹⁰

4. Selection Process

To review the 259 final applications, the FRA created merit review panels that included career staff from the FRA, the Federal Transit Administration (FTA), and the Volpe Center. In addition, the FRA established a review panel to ensure consistency of its evaluations. These teams used evaluation criteria established in PRIAA that included the following factors: transportation benefits; economic recovery benefits; other public benefits (i.e., public return on investment); project management approach; sustainability benefits (project success factors); and timeliness of project completion.

After review of the applications, the merit review panels submitted evaluations and recommendations to the FRA and DOT senior leadership who in turn applied selection criteria to make the final selection of awards. The selection criteria included region/location, innovation, partnerships, and tracks and timing.

During the entire review process, DOT held eight regional meetings with State departments of transportation and other stakeholders and conducted bi-weekly conference calls with the State departments of transportation. Those conference calls continue to occur. As a result of FRA’s work, the American Association of State Highway and Transportation Officials’ (AASHTO) Board of Directors’ adopted a resolution¹¹ on October 26, 2009 “extending its gratitude to the FRA for its outreach efforts to provide guidance critical national leadership to implement the President’s Vision for High Speed Rail in America in a short period of time; so that projects eligible for funding through the HSIPR program of the Recovery Act, could be approved and people in the rail industry could get to work.”

5. Awards

On January 28, 2010, President Obama announced the awards for the \$8 billion provided under the Recovery Act for HSIPR projects across the United States.

⁹ FRA, *Statement of Federal Railroad Administration Administrator Joseph Szabo* (October 6, 2009).

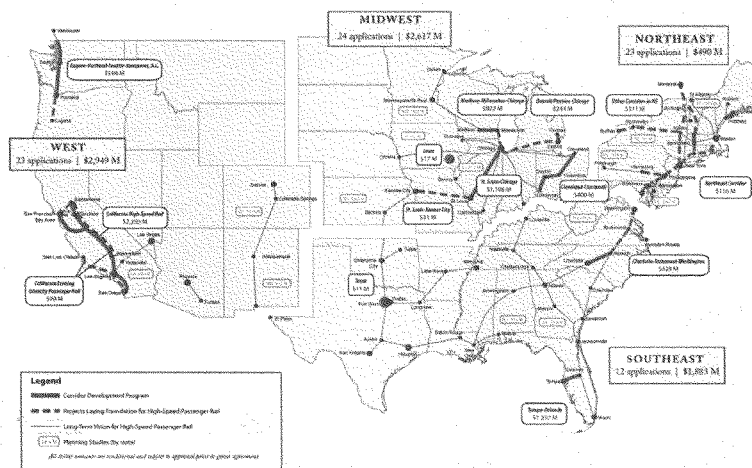
¹⁰ *Id.*

¹¹ AASHTO’s Board of Directors, *Administrative Resolution AR-3-09* (October 26, 2009).

The awards covered 13 large-scale high-speed rail corridors across the country. The major corridors are part of a total of 31 States receiving investments, including smaller projects and planning work that will help lay the groundwork for future HSIPR service. In the West, 23 projects received a total of \$2.95 billion. In the Midwest, 24 projects received a total of \$2.62 billion. In the Northeast, 23 projects received a total of \$490 million. In the Southeast, 12 projects received a total of \$1.88 billion. Included in these investments, \$9.5 million was awarded for planning projects in 14 states, including Alabama, California, Colorado, Delaware, Georgia, Illinois, Iowa, Kansas, Minnesota, New Mexico, New York, Pennsylvania, Vermont, and West Virginia.

High-Speed Intercity Passenger Rail Program

National Summary of Selected Projects



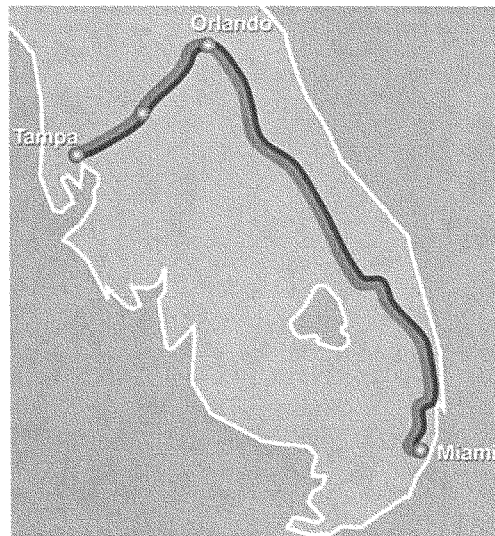
Source: DOT

States and Amtrak are the only entities eligible to receive funding under the HSIPR program, as required under PRIIA. Only two States requested funding for high-speed rail express service or emerging high-speed rail; both projects were funded. Florida was awarded \$1.25 billion for a new high-speed rail corridor between Tampa and Orlando, with trains running up to 168 miles per hour. California was awarded \$2.25 billion for its planned project to connect Los Angeles to San Francisco and points in between with trains running up to 220 miles per hour.

Approximately \$3 billion was dedicated to upgrades/extensions for emerging high-speed rail services (79-110 mph), including routes between Raleigh-Charlotte, Chicago-St. Louis, Madison-Milwaukee, and Seattle-Portland. Upgrades to existing intercity passenger rail services received \$1.4 billion in funding. Approximately \$9.5 million was dedicated to planning studies to establish a pipeline for future high-speed rail projects.

III. Florida

1. Corridor Designation and Existing Passenger Rail Service



Source: FRA High-Speed Rail Corridor Descriptions available at: <http://www.fra.dot.gov/Pages/651.shtml>

Since December 18, 1991, 11 high-speed rail corridors¹² have been authorized. Five corridors were authorized under the Intermodal Surface Transportation Efficiency Act of 1991 (P.L. 102-240) and six were authorized under the Transportation Equity Act for the 21st Century (P.L. 105-178). To date, the DOT has designated 10 of these corridors and numerous corridor extensions. Some of the designations were specifically mandated by Congress. The Florida high-speed rail corridor linking Tampa, Orlando, and Miami was the second high-speed rail corridor ever to be designated (after the Midwest) by former DOT Secretary Andrew H. Card, Jr. on October 16, 1992.¹³

The Florida Corridor connects three major cities - Tampa, Orlando, and Miami along with other intermediate points.¹⁴ This region has a population of over 10 million people and accounts for two of the nation's 20 largest metro areas.¹⁵ Currently, Amtrak serves these markets with long-distance trains (the *Auto Train*, *Silver Meteor*, and *Silver Star*), covering 24 stations throughout the State.

¹² P.L. 110-432 defines high speed rail corridors as being able to achieve 110 miles per hour.

¹³ *Chronology of High-Speed Rail Corridors: Designations and Extensions*, Federal Railroad Administration, available at <http://www.fra.dot.gov/Pages/618.shtml>.

¹⁴ Federal Railroad Administration: *Florida Corridor*, available at <http://www.fra.dot.gov/Pages/651.shtml>.

¹⁵ White House Press Release, *High-Speed Intercity Passenger Rail Program: Tampa-Orlando Miami*, available at http://www.whitehouse.gov/sites/default/files/rail_florida.pdf.

Amtrak operates in Florida over lines owned by CSX Transportation and the Florida Department of Transportation. Amtrak ridership in Florida was just over 988,303 in 2009. However, the total number of Amtrak passengers in Florida decreased by 10.1 percent between 2001 and 2007, mainly due to discontinuance of service on the *Sunset Limited* route between New Orleans and Jacksonville after Hurricane Katrina.

In addition, Florida's only currently operating commuter rail system, Tri-Rail, is operated by the South Florida Regional Transportation Authority and covers a 72-mile-long corridor between West Palm Beach and Miami.¹⁶ Tri-Rail has 18 stations along the south Florida coast including five stations in Miami-Dade County. In 2009, Tri-Rail carried more than 3.7 million passengers. The total number of Tri-Rail passengers increased by 32.9 percent between 2001 and 2009. According to the Florida Department of Transportation, this is the result of the growth in population in southeast Florida and growing traffic congestion, as well as increased interest in alternative transportation options.

A new commuter rail system in the Central Florida region is in final design and expected to begin construction by the end of this year. The SunRail system is 61 miles long and includes 17 stations, reaching from DeLand south through Orlando down to Kissimmee. The FTA estimates 2.7 million passenger trips per year at build-out.¹⁷ Local transit systems like Tri-Rail, Miami Metrorail, and the new SunRail commuter rail will provide needed intermodal connections to Florida's new high-speed rail system.

2. Florida Transportation Plans

In December 2005, Florida adopted the 2025 Florida Transportation Plan to serve as a statewide transportation plan and identify goals and objectives for a 20-year period. Florida is one of the nation's fastest growing states; by 2025 the State's population will grow to 24.4 million, increasing 40 percent over 2004 levels (or the equivalent of 900 new residents per day).¹⁸ Further, the number of interstate and international visitors to Florida will exceed more than 92 million per year, an increase of 23 percent over 2003 levels. This growth will continue to increase the demand for moving people and goods to, from, and within Florida.

According to the 2025 Florida Transportation Plan, most urban and interregional highway corridors are expected to be heavily congested during peak periods by 2025, even after planned transportation improvements are made. More than 30 percent of the State's airports are projected to be operating at more than 80 percent of capacity, the point at which expanded capacity should be under construction. Florida's seaports must improve waterside, terminal, and landside infrastructure to handle rapid growth in freight and cruise passenger activity. Significant additional capacity is needed in rail and urban transit systems to provide viable options for moving people and freight within and between urban areas.

¹⁶ *Id.*

¹⁷ FTA, *FY 2010 Annual Report on Funding Recommendations, New Starts, Small Starts, Alternative Transportation in Parks and Public Lands* (2010).

¹⁸ *Moving Together, 2025 Florida Transportation Plan*, Florida Department of Transportation, available at <http://www.dot.state.fl.us/planning/FTP/2025FTP.pdf>.

One of Florida's transportation challenges identified in the 2025 Florida Transportation Plan is "inadequate intermodal connectivity." According to the report, Florida's transportation system has been planned by "mode, facility or ownership" and that the weakest links are often connections between modes, including rail corridors, airports, and seaports.¹⁹

Under the guidance of the 2025 Florida Transportation Plan, the Florida Department of Transportation prepared a 2009 Florida Rail System Plan. By law, the plan must include an identification of priorities, programs, and funding levels required to meet statewide needs. The plan found that by 2040, the intercity travel market would grow from just over 100 million trips in 2006 to nearly 200 million trips in 2020 and 320 million trips by 2040.²⁰ This increase will add pressure on existing transportation facilities and call for the development of substantial new infrastructure to meet the demand. The largest numbers of estimated intercity trips are between central Florida and Tampa Bay (Orlando-Tampa); southeast Florida and central Florida (Miami-Orlando); and southeast Florida and the Tampa Bay region (Miami-Tampa). Additional significant travel is also anticipated between Jacksonville and Orlando.²¹

According to the plan, no single mode of transportation will sufficiently serve the growing demand for the mobility of people and goods in Florida. With respect to passenger rail, the plan recommends: (1) focusing on development of key commuter rail hub systems (between Orlando and Tampa, Miami and Jacksonville, Miami and Orlando/Tampa mid-point, and Miami and Orlando/Jacksonville mid-point) and working to ensure supportive transit connections and land uses; and (2) focusing on development of intercity passenger rail service between commuter rail hubs and key city pairs.

3. State Legislation Supporting Passenger Rail

On December 16, 2009, Florida Governor Charlie Crist signed into law House Bill 1B (HB 1B), a comprehensive State rail policy and funding bill that was passed in a special session of the Florida Legislature.²² HB 1B establishes a comprehensive framework for Florida's current and future passenger rail system, including high-speed rail, Tri-Rail, SunRail, and future passenger rail initiatives. The bill creates the Florida Rail Enterprise, modeled after the Florida Turnpike Enterprise, to be responsible for developing and operating all State-owned passenger rail systems, including high-speed rail. The bill also establishes a Statewide Passenger Rail Commission to serve as an advisory commission to the State Legislature and Florida Department of Transportation on policies and strategies for a coordinated statewide passenger rail network. The nine-member commission will be appointed by the Governor, President of the Senate, and Speaker of the House, and replaces the former Florida High-Speed Rail Authority. Thus far, the commission has not been formally constituted because neither the Governor nor the Senate President has appointed nominees. Finally, the new State rail bill dedicates \$60 million a year to the Florida Rail Enterprise to fund up to 50 percent of the non-Federal share required for developing and building passenger rail projects in the State, and provides increased and continuing State funding support for Tri-Rail operations.

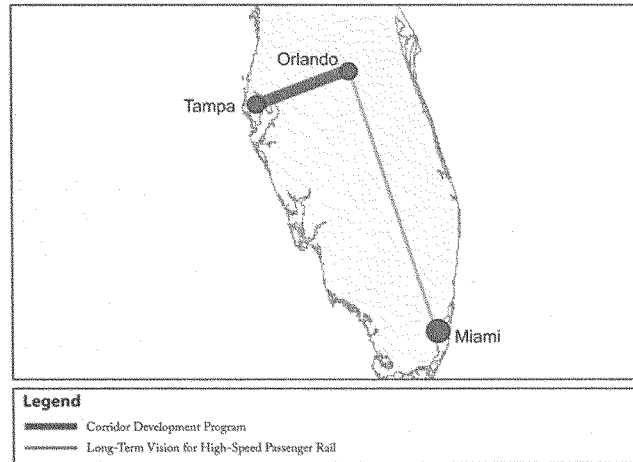
¹⁹ *Id.*

²⁰ Florida Department of Transportation, *Florida Intercity Passenger Rail Vision Plan* (August 2006).

²¹ Florida Department of Transportation, *the Florida Rail System Plan* (March 2009).

²² The Florida House Bill 1B was signed by Florida Governor Charlie Crist on December 16, 2009.

4. Recovery Act Awards



Source: White House Press Release, High-Speed Intercity Passenger Rail Program: Tampa-Orlando-Miami, available at http://www.whitehouse.gov/sites/default/files/rail_florida.pdf

On January 28, 2010, the Florida Department of Transportation was awarded \$1.25 billion for 84 new miles of track and 240 planned miles of track.²³ The first phase of the project will connect Orlando and Tampa; the second phase will connect Orlando to Miami. These investments are estimated to create thousands of jobs in the State of Florida, which currently has one of the highest unemployment rates in the nation.²⁴ In March 2010, Florida had the fifth highest unemployment rate in the nation at 12.3 percent.^{25 26}

Tampa-Orlando: Funding will initiate the development of the Tampa to Orlando segment, where trains are planned to reach speeds of up to 168 mph on new track dedicated solely to high-speed rail.²⁷ The project is estimated to be completed by 2014. Trains will run 16 round trips per day on this segment and the trip time between Tampa and Orlando will be less than one hour, as compared to 90 minutes by car.²⁸ This project is estimated to generate jobs and economic activity as the 84 new miles of track are constructed, new stations built, old stations enhanced, and equipment purchased.

²³ White House Press Release, *High-Speed Intercity Passenger Rail Program: Tampa-Orlando-Miami*, available at http://www.whitehouse.gov/sites/default/files/rail_florida.pdf.

²⁴ *Id.*

²⁵ Michigan, Nevada, California, Rhode Island, Florida, South Carolina, Illinois, Mississippi, the District of Columbia, and North Carolina are in the top 10 for the highest unemployment in March 2010.

²⁶ Bureau of Labor Statistics, U.S. Department of Labor, *Press Release: Regional and State Employment and Unemployment – March 2010* (April 16, 2010), available at <http://www.bls.gov/news.release/pdf/laws.pdf>.

²⁷ *Id.*

²⁸ *Id.*

Orlando-Miami: Planning activities are on-going for the route between Orlando and Miami, but no Recovery Act funds were awarded for this segment.²⁹ This 230-mile segment is expected to operate at speeds up to 186 mph and is scheduled to be completed in 2017.³⁰ This will reduce travel time between Orlando and Miami by approximately two hours, or half as long as it takes to drive the route. Twenty round trips per day are planned.

In addition to the high-speed intercity passenger rail grant funds awarded to Florida, Amtrak plans to invest more than \$50 million in Florida with the \$1.3 billion in Recovery Act funds provided to Amtrak. This does not include any Amtrak investments that would benefit the entire Amtrak system, including Florida, such as equipment purchases. Investments planned for Florida include:

Delray Beach	Information kiosk	\$11,000
Hialeah	Commissary upgrades	\$875,000
Hialeah	Maintenance facility new roof	\$500,000
Hialeah	Maintenance facility supply machines	\$105,000
Hialeah	New maintenance facility	\$25,000,000
Hialeah	Track and power upgrades	\$8,008,304
Jacksonville	Platform tactile edge	\$100,000
Jacksonville, Sanford	Wireless access, field operations	\$210,000
Okeechobee	ADA improvements	\$14,000
Okeechobee	New station shelter	\$1,350,000
Orlando	Information kiosk, other signage	\$25,000
Sanford	Auto train station renovation	\$10,000,000
Sanford	Crew base improvements	\$1,000,000
Sanford	Exterior lighting upgrade	\$500,000
Sanford	Maintenance facility power upgrade	\$500,000
Sanford	Maintenance facility supply machines	\$46,000
Sanford	ADA improvements	\$11,000
Sanford	Platform tactile edge	\$150,000
Tampa	ADA improvements	\$2,000
Tampa	Platform, canopy upgrades	\$1,600,000
Waldo	Information kiosk	\$11,000
Wildwood	Information kiosk	\$11,000
Winter Haven	ADA improvements	\$2,000
Winter Haven	Platform tactile edge	\$100,000
Total Florida Amtrak Recovery Funds		\$50,131,304

²⁹ *Id.*

³⁰ *Id.*

IV. FY 2010 DOT Appropriations

On March 31, 2010, the FRA began accepting applications for \$115 million in planning and construction grants for HSIPR.³¹ These funds are available through the FY 2010 DOT Appropriations Act (\$50 million in planning project funds) and the FY 2009 DOT Appropriations (\$65 million in residual construction project funds). Applications and proposals for these funds are due to the FRA by May 19, 2010. FRA anticipates selections to be made during summer 2010.

An additional \$2.5 billion was provided to DOT in FY 2010 appropriations for the HSIPR program. A Notice of Funding Availability is expected to be published in the *Federal Register* in the near future.

V. Surface Transportation Authorization Act

The Surface Transportation Authorization Act (STAA) (H.R. ____), a bill that will reauthorize the Federal highway, transit, and highway safety programs for the next six years, provides \$50 billion to develop the 11 authorized high-speed rail corridors linking major metropolitan regions throughout the United States. STAA will create a long-term investment program for developing high-speed rail nationwide, which will advance the President's agenda and vision. Greater consideration will be given to projects that encourage intermodal connectivity; create new jobs; promote energy efficiency, environmental, and other public benefits; and leverage contributions from State and private sources. In addition, FRA will conduct an evaluation of the proposals' impact on the preservation or expansion of domestic manufacturing capabilities as well as new or expanded business opportunities in the United States.

STAA also makes high-speed rail development projects eligible for financing through the National Infrastructure Bank, and creates a research, development, and demonstration program for high-speed rail technologies. This new program generates an opportunity to create jobs through the establishment of high-speed rail locomotive and car manufacturing facilities in the United States. The STAA also provides funding for high-speed rail corridor planning activities, including environmental work.

Finally, the STAA establishes an Office of Intermodalism within DOT that would be tasked with creating a national strategic transportation plan.

³¹ DOT Press Release, *Federal Railroad Administration Seeks Applications for \$115 Million in Planning and Construction Grants for High-Speed Rail* (March 31, 2010).

WITNESSES

Mr. Cesar Calvet
Chairman of the Board
Orlando International Airport

Mr. Bruce Jay Colan
Chair
Greater Miami Chamber of Commerce

Mr. Terry L. Dale
Cruise Lines International Association

Drew Galloway
Assistant Vice President – Policy & Development East
National Railroad Passenger Corporation (AMTRAK)

Mr. Joseph J. Giuletti
Executive Director
Tri-County Commuter Rail Authority (Tri-Rail)

Mr. Nazih Haddad
Chief Operating Officer
Florida Rail Enterprise
Florida Department of Transportation

The Honorable Stephanie C. Kopelousos
Secretary
Florida Department of Transportation

Mr. James Stem
U.S. National Legislative Director
United Transportation Union

Ms. Ana Sotorrio
Associate Director, Governmental Affairs
Miami International Airport

The Honorable Joe Szabo
Administrator
Federal Railroad Administration
U.S. Department of Transportation

INTERMODAL HIGH-SPEED RAIL

Monday, May 3, 2010

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON RAILROADS, PIPELINES, AND
HAZARDOUS MATERIALS,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
Washington, DC.

The Subcommittee met, pursuant to call, at 2:00 p.m., at the Miami-Dade College, Chapman Room, Room 3210, 300 NE 2nd Avenue, Miami, Florida, Hon. Corrine Brown [chairman of the Subcommittee] Presiding.

Ms. BROWN OF FLORIDA. Will the Subcommittee on Railroads, Pipelines, and Hazardous Materials come to order.

The Subcommittee is meeting today to hear testimony on intermodal high speed in the United States. Hello, and thank you for being here today for this extremely important hearing.

As I'm sure many of you know, I'm Congresswoman Corrine Brown, the Chair of Subcommittee on Railroads, Pipelines, and Hazardous Materials, and as I said earlier to the Chamber, I am Miamis Member-at-large.

I'd like to welcome everyone in attendance to this important hearing, in particular, the panelists and other Committee Members who made this trip down here.

I would also like to give a special thanks to the Miami- Dade College for hosting this event and where is the president? I want to thank you for hosting this event, and as I said earlier, we thank you, Mr. President. I am a community college lover, having worked 16 years at Florida Community College.

I would like to commend the college and their plan to open a new institute for intermodal transportation which will address the training and employment needs for the Miami-Dade County dynamic transportation industry.

The importance of passenger high speed rail cannot be overstated, and I always say that once we have the first two or three lines up and running, the benefits of high speed and intercity passenger rail investment will become evident both to the American people and to policy-makers in Washington.

These initial rail lines will then serve as a successful model and inspire the funding and construction of future projects.

For me, as the Chair of the Rail Subcommittee, the eventual goal is to have high-speed intercity passenger and commuter lines connected nationwide to serve as an alternative to our current system of transportation, or in addition to our current system of transportation.

Obviously, being from Florida, I was more than happy to see that our State was one of the first designated high-speed rail lines, and I will certainly utilize all of the resources at my disposal to work toward expanding that line to South Florida and eventually all the way to the coast of Jacksonville.

Moreover, if as a nationwide high-speed and intercity passenger rail system is realized, we will not only serve as a tremendous benefit to our nations transportation needs, but it will also be a superb asset to our getting people back to work by creating quality jobs in our economy manufacturing sector.

Just the other week, I led a whistle-stop-rail-tour to promote high-speed and intercity rail passenger in the United States. We started in Washington, traveled to Upstate New York.

By the way, passenger rails started in 1835, the first successful line, and we ended up in Chicago where we conducted a major hearing on rail issues.

This is the first stop, as we do the Florida tour. Always, I am assuring everyone that the 8 billion dollars in the Recovery Act was just a down payment and that there will be more plans and construction dollars coming in the near future, but we need to get serious about funding high-speed rail.

With just one billion dollars budget for fiscal year 2011, we need to find a dedicated revenue source so that the States operators and manufacturers aren't afraid to make investment in infrastructure and manpower.

In fact, I felt so passionate about this that I spearheaded a letter, that over a hundred Members signed to President Obama, requesting that he include a dedicated source of revenue for high-speed rail, and the transportation reauthorization policy objective the administration is developing.

We still have a lot of work to do before the first passenger boards the high speed train in the United States, but we're off to a great start with the investment made in the Recovery Act.

I can—I can guarantee everyone here today that I plan to work hard with my colleagues on the Committee to include a robust rail title in the in the new reauthorization deal.

Thank you.

With that, I would like to welcome today's panelists and thank all of them for joining.

Before I introduce Mr. Shuster, I would ask the Members to give 14 days to advise and extend their remarks and to permit the submission and additional statement and material by Members and witness. Without objection so ordered.

I yield to Mr. Shuster for his opening statement.

Mr. SHUSTER. Thank you, Chairwoman; and welcome to our witnesses today.

I'm going to submit my entire record of my statement for the record. I'm just going to abbreviate it because I know we've got some time constraints—

Ms. BROWN OF FLORIDA. OK.

Mr. SHUSTER. —on us today.

But I want to thank Miami for hosting this afternoon. I think, as we all know, high-speed rail is important to future transportation in our nation, and what's happening here in Florida is excit-

ing. I know the second phase of second— Phase Two, Florida's high-speed rail system for Orlando to Miami is still in the planning stages. I know that Florida was a big winner being awarded 1.2 million dollars toward the Tampa to Orlando line of that high-speed rail.

And its important that we not fall behind. Our friends and competitors around the world, as I think most people that follow the rail industry, know how successful our freight rail is, but our passenger rail has fallen behind. The Europeans, the Japanese, and the Chinese, are all making major or have made major investments in high-speed rail and they continue to improve that portion of their transportation systems. So we, again, need to make sure that we don't fall behind.

I have been concerned that of the—the 8 billion dollars that went out, 76 of those projects went to Amtrak. I thought there were probably some other projects or consolidated some of those and really focused on high-speed rail around the country instead of distributing widely throughout the country.

And I think its important that theres competition for Amtrak out there, and we need a—we need a passenger rail system, but bringing the private sector into passenger rail, I think helps us to control costs, and as I said, competition makes the service better and keeps it efficient and effective.

So with that, again, I'll submit my entire statement and go back to the Chairwoman, and thank the Chairwoman for having the hearing today in Miami.

MS. BROWN OF FLORIDA. Thank you.

MR. MICA. Well, thank you so much. First of all, I'm absolutely delighted to be back here. This is my community college. I graduated in 1995. I think I've been back before for a hearing in this room. But, delighted to be back here. I know President Padron is happy to have the Committee and Subcommittee have a hearing here at our distinguished campus and very distinguished panel. Mr. Oberstar, welcome to Miami in, again, my back yard, and we're so pleased. Mario, this is his corner of the world, hosting us, and Mr. Shuster from Pennsylvania and other staff here. Great University, I told Mr. Shuster that it had 120 thousand students. It shows where I left off. It's a 170 thousand. We were corrected. It's incredible. It gave me great opportunities and it's great to return.

I just want to say a couple of things. I had an update last week and then this morning by some officials on some of the progress. I talked to the Secretary on some of the progress thats been made here in Miami. It really is incredible. I have to take my hat off to the community leaders, the local, Federal, state, and local officials. If you came into the Miami airport, you saw a new Miami airport being born. And it's a little bit like giving birth to a porcupine. That one point one mile linear concourse is quite a hike. But when we get it done—I heard some people behind me say, "When the hell is the people-mover going to be done around here?" I didn't know who they were, and I said "about a year." But it will come, and to think that we're moving about a 130 million passengers and keeping that operating. And then as you go out, folks, and Mr. Shuster and Mr. Oberstar as you came in, you saw we're going to have, in addition to that one point one mile reconfigured linear terminal, we

will have people-mover over to our 1.7 billion dollar intermodal center, and that is hot-dog. It's coming. Fantastic. Tri-rail is down there, and we're going to have a metro rail connector to the last two miles connect into it. I did learn this morning, however, and I asked the question. The FEC lines do not connect into the intermodal center. But I'm telling you that—I'm told that it's only a matter of blocks. But we have to authorize and we got to set as a priority. Now I don't know if we are going to have a high speed line—we probably won't on the FEC lines. But we'll probably have commuter service. We—they continue to approve that portion of their transportation system. They have been concerned that the eight billion dollars that went out—that the eight billion went to Amtrak. They are focusing on high speed. They are demanding competition for Amtrak out there.

The route from Orlando to Tampa is not the best route. It doesn't have the connection into the Tampa airport. A whole bunch of questions loom there. But I'm willing to work with folks and see if we can't make that a success.

Folks, we have got to come south. This is where millions and millions of people live. People fly into Miami airport. Our joke is they walk out front and ask the taxi driver to take them to Disney World which happens to be like a four hour taxi drive. They don't realize its not next door to downtown Miami. But thats a winner and I'm pleased to learn from the State that the study is well underway to bring high-speed rail down here, and it does make sense in that long—that long distance to travel.

Finally, I have to also be critical of Amtrak, and we'll hear from their representative and another panel, the 76 or 78 projects that were hijacked—that hijacked most of the 8 billion dollars that we need, to learn more about how those decisions were made. I can't—doing 39 mile an hour trains in which Greyhound can move people faster than the—the improved rail service, doesn't make economic or travel sense, and we can't do that with tax payers money.

I continue to bash the administration on some of those awards, which is part of my responsibility to do it constructively. From this point out, I do commit to work with the administration. Mr.—when we held that hearing a few weeks ago in Chicago, Mr. Szabo got the brunt of our criticism and concerns of expression, which we'll try not to beat him up too badly today. Thats a promise. I'm at home so I have to be nice. But Chicago we won't be invited—back there anytime soon, Mr. Shuster, but we do have serious questions in differences of opinion, which is part of the process that does need to be resolved if we want high-speed rail. We want successful well-operated intercity service. We want South Florida to be a successful model not only for the State but the nation.

Thanks for bringing the Committee here, Ms. Brown, and Mr. Oberstar, and Mr. Shuster. Mr. Diaz-Balart and I are delighted, thank you so much. Yield to her.

Ms. BROWN OF FLORIDA. Thank you.

Ms. BROWN OF FLORIDA. One of the things I like about this Committee that I've served on since I've been in Congress is the bipartisan nature of this Committee, and we certainly work together and one thing we both agree on, Mr. Mica, that for high-speed to work in Florida, it needs to start right here in Miami. How about that?

Let me call on the next Member, who is my classmate, Mario Diaz-Balart.

Mr. DIAZ-BALART. Thank you very much, Madam Chairwoman. Its a privilege to—to be with all of you here. And its a huge honor to have this Committee, not only Chairwoman Brown, who her and I have been working on issues for longer than I care to talk about but also the Chairman and the Ranking Members of the full Committee and Ranking Member of as well. Its a huge privilege.

Let me just—I do want to just—if thats all right with you, Madam Chairwoman, theres a lot of friends here that I want to mention, and I'll miss some. I'm not going to talk about all of them, but we are at Miami-Dade College and as Mr. Mica said, this is a very special institution, and its always an honor to have, you know, institutions like this. They don't work without great leadership, and we are blessed to have one of the best leaders in higher education in the country and thats President Padron, and its a privilege to be at your small mom-and-pop little college here, only having so many thousand people, right? But thank you for your leadership.

Theres obviously a lot of people from Miami-Dade County that are here. I see Andrew Sevillo is back there someplace, I don't know if you're going to hear me speak or not, but its always good to see you, my friend. And folks from Tri-Rail are here.

And Bruce J. Colan is here; where are you, Bruce? Greater Miami Chamber of Commerce, thank you for your leadership.

Speaker Gustafson I saw back there, former Speaker of the House of Representatives of the State of Florida, now working with FIU doing a great job.

Its wonderful to be here today and its a privilege to have all of you here. Again, to have the Committee is a big, big deal and as the Chairwoman said, this is a Committee that is nonpartisan. We work extremely close together. I think a great part of that is because of the leadership of the Chairman, of Mr. Oberstar, who is known as—I can tell you hes one of the great gentleman in this process, and I know in the day of sometimes very little civility, one can learn a lot from Chairman Oberstar as to how one should deal with individuals, whether you agree or disagree with them.

Madam Chairwoman, I also know that, you know, theres a lot of issues that we are going to be talking about, obviously.

By the way, I should have mentioned the two people that are here on the front dais, and we're going to hear from both of them. I've worked with in particular, Secretary Kopelousos for a long time and like—like Corrine Brown, these are— and Mr. Mica, in particular, they're great leaders in high-speed—high-speed rail, and I look forward to—to listening to both of you and I look forward to working, obviously on this great—great project.

I know that some of my colleagues, I guess, traveled on Tri-Rail yesterday and thats something thats very, very critical for our community, for our area.

There are also a lot of other issues, Metro-Rail, that is key for our area, freight rail, and I hope to have the opportunity to talk a little bit more about it, though its moving out of the—out of the subject matter today, but its an issue that the Chairwoman is

keenly concerned about it, and so hopefully we'll have an opportunity to talk about that today.

Now, just very briefly to close, I know that also Mr. Mica mentioned MIC, the—and that is a huge—oh, its a model, I think, of the rest of the country, as to how things can hopefully work, and that took place because of great leadership on the local and state level.

I had a little bit part to do that with 100 million dollars that came from the national level. I need to recognize their Former Chairman Don Young and former Subcommittee Chairman Petri, but theres also somebody here on the dais who doesn't ever get recognized but who had a great deal with teaching me and showing me and getting us going in the right direction to try to come up with that 100 million dollar credit, and that is our great, well, I guess the staff director, Joyce, but shes now the counsel, Joyce Rose is one of those people that doesn't get any of the credit, but without her, just so you all know, without her, theres a good chance that MIC may not be there, at least would not be there the way it is today, and I think its important to recognize those who never get the credit and shes one of the people that deserves all the credit. Without her we wouldn't have it.

Its great to be here in South Florida with all the people who care about this issue. Its great to have this opportunity and the Committee Chairman and the Ranking Member of the Full Committee here and I look forward to this hearing.

Thank you, Madam Chairwoman.

Ms. BROWN OF FLORIDA. Thank you.

And lets be clear, we all know if it wasn't for our great staff, we wouldn't be as successful as we are, and so will all the staff just wave your hands so we can thank all of you for making us look good.

We are really honored to have the Chairman of the Committee; Mr. Oberstar is the transportation guru. I don't care what subject, whether its rail or whether you're talking about airports or whether we're talking about freight rail and the importance of separating freight and high-speed rail or whatever the subject, Mr. Oberstar, we're just so lucky to have his leadership, his guidance. We're lucky to have him here today and without further ado, let me hear from the Chairman of Transportation, Mr. Oberstar.

Mr. OBERSTAR. Thank you very much, Madam Chairwoman. You are—I call Corrine Brown, Ms. Amtrak. She—when our party was in the minority, she led the charge, a bipartisan charge, to restore funding for Amtrak. She sees the issues of the freight rail and has a clean, sure grasp of those issues, and now as Chair of the Rail Subcommittee, she has proved herself with superb leadership.

Mr. Mica and I and Ms. Brown and Mr. Shuster, together, have worked on reshaping Amtrak, fashioning the first authorization 12 years of Amtrak and I must say that John Mica's fingerprints are all over the Amtrak reauthorization of high-speed rail as is Mr. Shuster along with Corrine Brown.

I'm glad to see the Secretary of Transportation here, Stephanie Kopelousos. I love that Greek name. The sound of it.

And then President Eduardo Padron, muchas gracias por su de venir, muchas gracias.

I want to compliment Secretary Kopelousos on her splendid management of the stimulus funds provided for Florida. It took a while to get those out to bid, but out to bid now, you have 1.1 billion dollars, 862 million and a formula program, 91 million committed under capital assistance for transit and what's not Committees directly in your jurisdiction, the State has committed all 132 million of its allocation for the clean water revolving waste water treatment projects. Number one in the nation, number one eh, also being Minnesota. Or I'd have broken their kneecaps.

And you selected large scale projects that would take longer to—longer to complete. Design and engineering would take longer to complete but would have sustainable jobs and employment, and it's a great tribute to you.

I had a number of things I was going to say in preparation for this hearing and after the chamber luncheon today, Madam Chairwoman and Mr. Mica, I heard—we heard from a wide range of participants in the Miami-Dade Chamber of Commerce and what came across to me is this spirit of cooperation, spirit of partnership and a clear understanding. Each expressed the need for not just multimodal, all the various modes of transportation, but for the intermodalism that is essential to make your transportation system. A recognition; the airport, the water port, the rail port, the highway segments, are all linked and in the underlying theme of discussion today was economic development.

When President Eisenhower announced his plans for the interstate highway system. He said the Nation urgently needs an interconnected interstate highway system for nation defense, for safety. We're on track to kill a 100,000 people a year, and for economic development, in his words, to promote economic development. What was the last statement in the Eisenhower opening remarks, opening paragraph, it now has become the first thrust of interest. Everyone understands your highway, your airway, your waterway, your railway, all are interconnected. If you're going to progress, you have to develop all of them and you have to connect and link them.

That is in our submission to the Committee in the Water Resource and Development Act of 2007, which again was a bipartisan bill that had lagged and it had gotten through the House a couple of times, through our Committee a third time, never through the Senate. Mr. Mica and I put our shoulders together and moved the bill through the House, got Senate to do the same, and now you have an authorization for a 50 foot channel to accommodate the new container vessels coming through the new expanded Panama Canal.

This port and Los—Port of Los Angeles, Long Beach, and Jacksonville are the three most important tourism ports for cruise ship service.

Your airport is the most important gateway to Central and South America, with over 30 million passengers a year.

I was here in 1996 with our then Chairman, Mr. Shuster, for announcement of the funding for improvements to the terminal, runway, taxi ways, and coming here today, I see the fruition of all of those initiatives undertaken a decade and a half ago.

You really are the template for intermodals. You have a State plan. I'm impressed to see that, the Sun Rail, the Tri- Rail, the

State rail plan commission, the 60 million dollars a year committed by your State legislature. Those are complimentary to the partnership with the Federal funds provided by President Obama.

In making his commitment to the 8 billion dollar investment, he said this is a down payment. This is the start of the whole process of converting America to high-speed rail.

And unlike Europe, I hold up, and many others do, France, Germany, Spain, Italy, China, South Korea, Japan with their high-speed rail systems. They all built those green. We have to operate our passenger rail in the freight rail court. We have to respect the urgent needs to move freight. Europe doesn't have such a system, but they have committed to a 1.4 trillion dollar, 20 year infrastructure investment plan, and it includes adding freight rail, much of that building new, expanding their passenger rail system.

We're there now and there is this down payment commitment and so as Mr. Mica rightly says, the Ohio proposal for 30 mile an hour project, it has—its on a 79 miles an hour track, but the best the trains can do now is 35 miles an hour. So we're going to start there, but its going to increase to 79 miles an hour, and they're going to increase beyond that. We have to start somewhere.

We're starting with the freight rail system. We're starting with the remnants that were left behind when the freight rail systems abandoned passenger rail and the Federal Government took it over.

But right here in Miami, you—and in the State of Florida, you are a template for intermodal transportation and I look forward to hearing your comments and your testimony about where you are, and where you plan to move into the future.

MS. BROWN OF FLORIDA. Thank you, Mr. Chairman.

I'm pleased to introduce our first panel of witnesses.

We are honored to have Joe Szabo, who is the Administrator of the Federal Railroad Administration, and I want to thank him publicly for changing his schedule. I know he was scheduled to be in Orlando. He had to adjust it to come here, and I want to let you know I did remember something from your testimony in Chicago, because we talked a lot about 50 years ago when Eisenhower started the highway system. It took them three years to get the first grid out, and it took him three months, thank you, Mr. Szabo.

And also our Secretary, Stephanie Kopelousos. Stephanie and I rode the train from St. Augustine to Jacksonville, on Saturday, the FEC line, and it started right here in Miami at 8 o'clock in the morning and went all the way to Jacksonville. So we are really excited about a rail. And you know, when we travel around the world, everybody wants to tell us and ask questions about our freight rail, and we want to ask them questions their high-speed rail. But I can tell you that we're moving forward. Because of this administration, we got the first down payment and we're very excited about it, 8 billion dollars, and looking forward to having a dedicated source of revenue, and with that, I'm going to turn it over to the Administrator.

Thank you again for readjusting your schedule.

TESTIMONY OF JOE SZABO, ADMINISTRATOR, FEDERAL RAILROAD ADMINISTRATION, U.S. DEPARTMENT OF TRANSPORTATION; AND STEPHANIE C. KOPELOUSOS, SECRETARY, FLORIDA DEPARTMENT OF TRANSPORTATION

Mr. SZABO. Thank you, Madam Chairwoman, Chairman Oberstar and Ranking Member Mica, Ranking Member Shuster, for inviting me here to Miami to update you on the Presidents High-speed and Intercity Passenger Rail Program.

And Madam Chairwoman, I'd particularly like to thank you for hosting this hearing and the one on April 20th in Chicago, because these forums provide a valuable opportunity to highlight our passenger rail initiative and deliver our message to different parts of the country.

Over the past year, there has been a dramatic change in our nations view on transportation, and specifically, the development of passenger rail systems throughout the country.

Less than two years ago, a Federal partner for the states to develop passenger rail didn't exist. The Passenger Rail Investment and Improvement Act, championed by this Committee, put a new spotlight on intercity passenger rail.

Combined with the 8 billion dollars provided in the Recovery Act, this has created the single largest national investment ever in passenger rail.

Support for the program is evident in the numerous applications we received. Some 259 applicants, requesting 57 million dollars, competed for the 8 billion dollars that was available. At FRA, we worked hard to quickly review these proposals. In less than a year after the Recovery Act was enacted, the President announced that 31 states and the District of Columbia, would receive grants. And this includes major investments in Florida and California; the only two states to apply for help setting up brand new express high-speed rail systems.

We've remained confident that this state driven program will be successful as projects meet the needs of passengers in individual markets.

Its not a one size fits all initiative. Its about insuring the comprehensive passenger rail network that allows states to tailor make their corridors, to cost effectively meet their individual market needs.

Over time, our goal is for a number of regional routes to link cities and regions together, creating a seamless network that offers Americans a real transportation alternative.

I'd like to talk a bit about high-speed rail right here in Florida. I've been a frequent visitor to this state for many, many, many decades, going back to when I was knee high. And I believe that Florida is one of the states with the greatest potential to cost effectively reshape its transportation system through improved public transportation. I'd say that today a great deal of this potential has yet been realized, but Freds decision to allocate significant resources to high-speed rail here reflects our view that Florida now has the will to create a high-speed rail system, as evidenced by the States efforts to create a comprehensive intermodal transportation network.

This network now includes traditional intercity passenger rail, commuter rail, light rail, buses, airports and roads. And a key piece of that network is the development of high-speed rail.

Accordingly, FRA awarded funding for the creation of a brand new high-speed rail corridor that will eventually connect Tampa Bay, Orlando, Miami, and other communities in Central and South Florida.

This region here is home to more than 10 million people and its one of most densely traveled—travel markets in the Nation and so the potential here is so incredibly strong. And its strain on roadways and airports continues to grow.

High-speed rail, linked with traditional intercity rail and commuter rail, will offer competitive transportation alternative for residents and visitors in the state.

The first phase of this service will connect Orlando to Tampa with intermediate service to several of Central Florida's major tourist destinations.

Our investment of over 1 billion dollars, will initiate the development of this segment with speeds reaching up to 168 miles per hour. Trip time between the two cities on the new service will be less than one hour, and it will create a substantial number of jobs in the state.

The second phase will connect Orlando to Miami. This line will be 220 miles in length and is expected to operate at speeds up to 186 miles an hour. Once operational, this service will reduce travel time between those two cities to approximately two hours, and to me that's incredible.

You know, I traveled down from Orlando this morning and by the time I left my destination at 10:30, you know, hurried to the airport, went through all of the gyrations that you have to at the airport and then got on the flight to fly down here for an hour and 15 minute flight, and then get here, it took almost four hours to do, and so with point-to-point service from downtown Orlando to downtown Orlando (sic), to be able to achieve that in two hours, it's incredible.

At the same time, FRA has funded a number of projects around the country that are ready to go. It will substantially improve existing passenger rail service.

We're working to finalize these grants quickly through our fast-track program so that construction can start this year.

And while it took the Federal Government three years to get the first dollar out the door when the national highway system was being developed, we at FRA did it in three months.

In short, we're confident that this program will make important contributions to America's transportation landscape. Florida has the potential of being the model project for the nation, provided it can sustain its States commitment.

We look forward to working with Florida, other states and Congress, to help make America's passenger rail system the best in the world.

Thank you.

Ms. BROWN OF FLORIDA. Thank you.

Ms. BROWN OF FLORIDA. Madam Secretary.

Ms. KOPELOUSOS. Thank you, Mrs. Brown.

I want to reiterate, just—we appreciate all being here and coming to Florida because as you can see, we're excited about what we have going on and excited about the future of what we're doing. So thank you.

And I would like to recognize the Chairman of our commission, Markos Marchena, who is here today.

We have an amazing commission that helps support us, and we appreciate their continued support of what we're doing and really, to help us move forward.

You know, I don't have to tell you about congestion. We spend at least a half a day here in Miami. While we know that the interstate system is going to continue to be the work force, really, the intermodal connections that we have, moving people and freight more efficiently and effectively and seamlessly is what we have to work—look to in the future. And I think you'll see in Florida, our vision for moving people, for passenger rail throughout our state is strong, and you see the support that we have. Congresswoman and I saw it as we rode the Amtrak train on the FEC corridor this weekend.

But it doesn't come without a lot of work and I tell you I applaud our legislature and our governor for putting in place a framework to allow us to move passenger rail forward and high-speed rail forward in Florida.

And they called a special session, they delivered and it was really, really an amazing time for Florida because its allowing us to see our vision come to fruition.

I wanted to spend a couple moments on commuter rail and the Amtrak service that we have.

Tri-Rail has grown tremendously and we—I've appreciated the partnership of the locals on continuing to move that forward.

Sun Rail, without the work of Congresswoman Brown and Congressman Mica, we would not be at the place we are today to see that project move forward. Its exciting for Central Florida. Its needed and its—we're thrilled about it. And then in the Tampa Bay area, what they're looking to do and the connections they want to make to high-speed rail, thats where the real excitement comes and what the communities want to do, as they see high-speed rail come to fruition here in Florida.

And I can't speak enough about our partners at Amtrak, because its a continued partnership that we have. Our service here has been successful. We would like to see it move forward in several different areas. I know the Committee has talked about the Sunset service. We do miss it here in Florida, but really to put an application together and we want to continue to—to work with the administrator here on delivering Amtrak service on the FEC line because we think——

I wish you could have been there with us on Saturday because from top to bottom there were a lot of—a lot of people and a lot of Floridians who want to see that service come in.

And now on the high-speed rail, because thats why we're here today.

I have to say it is—we're appreciative of the funds we've gotten. We've been working on this corridor for many, many years. For 20 years on the corridor from Tampa to Orlando, we are preserving

the right of way. We have made the interstate infrastructure compatible with putting high-speed rail there and we're very excited about it.

We have been working very closely with FRA. They have done, in my opinion, yeomans work, for regulatory administration to then turn around and distribute grants. I don't envy that. But the team has worked very closely with us in trying to walk down this path together. Its new. Its different, but its—as we talked about earlier at the chamber meeting—its the partnerships that are going to help us get us through this. And we're—we're very, very excited about it.

When you look at the connectors, in the Tampa Bay area, they're looking at so many different things. They're looking at light rail that will then connect from the high-speed rail station in downtown to the airport. The connection at the— at the station there in Tampa Bay is really the main terminal for the bus station and connecting the heart service there for the buses in that area.

And then you move on to Orlando, and I tell you, the leadership in Orlando has been tremendous on what they're— what they're doing, and the relationship with the airport, as they have worked on what they see is the vision for that station and moving that forward. It is—its going to connect so many different things, as well as connect to Sun Rail there.

And then you look at the—the connectivity at the airport, just with the bus system, the LYNX bus system in Orlando, which is pretty amazing.

And you continue to move on through on the I-Drive for the convention center stop. You're not only connecting the bus service. You're connecting the I-Drive trolley and the limousine of bus services that—that currently work today and operate from those attractions, the Sea World, the Universal, and I-Drive to get to the convention center that exists today will be truly advanced.

And then we have our stop at Disney. Its on Disney property and no one does it better than Disney in transporting people.

Once you get to Disney property, you really don't have to leave. So we're excited about that.

And then when you look at Miami, I hope everyone and I hope more Congressional Members get an opportunity to see what we have at the Miami Intermodal Center, because it is truly amazing, and its a lot of work.

I look at the airport director, Jose Abreu, who is instrumentally getting this done, as well, and you just look at how many years its taken us to accomplish, but its those partnerships that are going to help us connect this high-speed rail system to our communities, and the vision that we have in the exciting time.

So we appreciate you being here, Florida, and we look forward to the continued partnership. We are truly lucky to have a Florida delegation that supports transportation, and the three of you sitting up here from Florida, its with great gratitude and honor that I stand here today, because its your help, its your work that has enabled us to push forward, so thank you.

Ms. BROWN OF FLORIDA. Thank you, both of you.

I have just a couple of quick questions and then I'll pass it on to other Members.

As you know, the State of Florida, Mr. Administrator, has one of the highest unemployment rates in the country.

In your testimony you stated that to ensure that jobs can be created in the near future, consistent with the overall objective of the Recovery Act, we have also implemented a Fast Track program.

Can you please elaborate on this, and will Florida be the recipients of any funds under this program.

Mr. SZABO. The quick answer—the quick answer to the important question for you is, yes.

Now, I'll get into more—the more lengthy answer.

The Fast Track program is something that we put together at FRA to help prioritize those projects that meet up with the priorities of the states that are most ready to move out the door most quickly. It's an opportunity to grab that low hanging fruit, make sure that our priorities are in line with what the states are looking to move out the door quickly.

We borrowed considerable help at FRA from the Federal Transit Administration, Federal Highways Administration, FAA, and all of the other modes to make sure that we have the bodies in place that we need to quickly roll that 8 billion dollars out the door.

And so we're calling that effort, Fast Track. And we're very fortunate that the first 60 million dollars for Florida is just within inches of getting out the door. In fact, it's very possible that we'll be turning that grand award out to this Florida DOT for, you know, for their approval perhaps as early as this afternoon or tomorrow.

Ms. BROWN OF FLORIDA. Oh, that is good news.

Madam Secretary, I have a question that I think is important because there have been discussions in different places about the process.

Can you tell us, for the record, whether or the Federal Government was helpful to us in applying for our high-speed rail grant and really, in my opinion, if they had not had worked with us, we would not have even been eligible to apply.

Can you respond to that?

Ms. KOPELOUSOS. Absolutely. And I will tell you that when FRA came down originally, it was to Orlando, and I think you picked eight or ten, ten communities that they came to visit, and Orlando was one of them.

We had an amazing turnout from all over the State. The Miami Chamber brought a group of folks, so it was—it was—it was really a statewide listening session, and they were able to—we were able to understand where—where the Federal Government was going. They were able to listen to us, what our concerns were, and really how we wanted to see the program move forward.

So I think from the very beginning they've—they've listened to us, and I think throughout this process, it's been, especially after we awarded just the immediate attention of—of the team that's been put in place to work with us, and we've appreciated that partnership and——

Ms. BROWN OF FLORIDA. Was this the meeting that the Secretary attended, or was this another one?

Ms. KOPELOUSOS. This was a different meeting——

Ms. BROWN OF FLORIDA. OK——

Ms. KOPELOUSOS. —this was a different——

Ms. BROWN OF FLORIDA. —so we had more than one meeting, yet, you, Mr. Szabo, you were at that——

Mr. SZABO. Our staff, yeah, FRA staff.

Ms. BROWN OF FLORIDA. Yes. So I want to thank publicly, the administration for working with Florida.

And the last question, Madam Secretary, Orlando/Miami route, will you state, tell us where is that application as far as the planning dollars that we are applying, where are we? And the people in this room want to know how close are we to moving forward with the Miami/Orlando, least of which I am excited about because I think we can do it in an hour and 15 minutes. I can get down here any day.

Ms. KOPELOUSOS. And Congresswoman, we are moving forward with it.

We actually have a consultant on board that will be working through the environmental document with us. We've put about 1.3 billion—million to date on that study to continue to keep that moving, and we will continue to apply, up for the planning fund in order just to get that—get that piece moving quickly as we possibly can, but we are currently, today, working on it.

Ms. BROWN OF FLORIDA. One last question, Mr. Szabo.

I heard some feedback—I won't say criticism—when I travel around the country, that we, in the Federal Government, didn't put enough dollars as far as planning was concerned.

How are we correcting that? The planning dollars to——

Mr. SZABO. Yeah, in the first round there was very, very limited dollars for planning that had been allocated by Congress, and clearly since this is a new program, you know, so many of the states weren't quite prepared, and the level of preparation really varied greatly from state to state to state to state. And so for this to truly move forward, there is this very real need for the states to do significant planning.

You know, the highway program is so mature that these plans are on the shelf, and its, you know, its almost like a revolving effort that, as a project gets built, a new one is being developed, and we haven't reached the level of maturity with the rail program. And so that's what we have to achieve.

We just announced that another 50 million dollars of planning money is available. We put that NOFA, notice of funds available, out the end of March. But we need to ensure that as we go forward, that we continue to make those very necessary planning funds available for the states to develop their vision.

Ms. BROWN OF FLORIDA. Thank you.

Mr. Shuster.

Mr. SHUSTER. Thank you. Madam Secretary, could you talk a little bit about the design to build, operate, maintain contract that Florida plans to—to use on the high-speed rail project, and is there going to be any private sector money on that, and you know, just talk a little bit about why you're moving that rail. I'm a big fan of putting everything together and moving. It seems to go quicker, and it costs more money.

If you could talk about some of those things?

Ms. KOPELOUSOS. Absolutely, and Chairman, I mean, we have really worked very hard on—on our working with the private sector and our public private partnerships that we’ve been able to accomplish here in Florida.

So for us, design-build, design-build-operate-maintain, is something that we have spent a lot of time on and getting comfortable with, because we—we like you, believe that’s how we can get things moving as quickly as possible.

We’ve been working very closely with FRA. What we would like to do is get, and with their help, more of the design work done pretty quickly, so we can really know what that number is. We believe the total the cost of high-speed rail on that first segment of our corridor is going to be about 2.5 billion dollars.

And so what we’re looking at is getting some more of that design work done. We’re looking for kind of what we call the early works, is starting that design-build-operate-maintain and get that moving very quickly.

We’ve done an industry forum that we have almost 500 people show up from all around the—the world, but also those that are looking to invest in—in high-speed rail throughout our country, and so we’ve seen a significant outreach from the private sector willing to be a part of that, so we’re enthusiastic about it. We’re very encouraged by those that we meet with on a regular basis. I mean, we don’t go a week that we haven’t met with someone from the private sector that wants to be a part of this system.

Mr. SHUSTER. Do you expect to have private——

Ms. KOPELOUSOS. Absolutely.

Mr. SHUSTER. —funds.

And on the design-build, do you have estimates on what kind of savings you think you’ll experience or not, at this point?

Ms. KOPELOUSOS. We’re not—I can’t give you a number, but we have seen on so many of our projects, I mean, you look at our I-75 project, where we did a design-build-finance, we got that project done almost a full year ahead of schedule, and it came completely within budget and that was a—we did not expect the bids to come in as they did, and we got more bang for the buck.

Mr. SHUSTER. That’s great to hear, and Mr. Szabo, is that something the FRE embraces, as we move forward?

Mr. SZABO. Very much so. Particularly in the case of Florida or even in California where you’re talking about starting from scratch, you know, building dedicated right of way for, you know, the true high-speed rail. We think that design-build-operate-maintain is the only way to go, certainly the most intelligent way to go.

There is little room for error, and when you’re talking about that level of speed, that you need the pieces to fit together perfectly, and so we think that the DBOM is the absolute right way for Florida to go.

Mr. SHUSTER. And along the same line, I understand that Mr. Colan, from the Greater Miami Chamber of Commerce, will testify later that he—he would hope that whoever that—the bidder that gets the Tampa to Orlando line, would either get some sort of right of first refusal or other preference, because it would seem, I think to Mr. Colan, and to many of us, that if you have—if you have somebody building Tampa to Orlando, they could move the process

along a lot quicker. Is that something that you would consider or something that you have considered?

Mr. SZABO. Well, I don't know, from a grant standpoint, if we can give bonus points to that or not, but I would say this; that it certainly on the surface sounds to be logical.

I mean, again, if we want and need all of these pieces to fit together perfectly, we're talking about building a line from Tampa to Miami that happens to go through Orlando, and so I would defer to Florida DOT on that, but certainly the synergies would seem to be important.

Mr. SHUSTER. But this is something you would consider moving forward, if you could figure out a way to do it, because it does seem to seem logical. And I say that, and I hear my fathers voice in my head saying, you're committing a sin in Washington; you're thinking logically.

So, but thats something I hope we can look at because it just seems to make all the sense in the world, that if they're building it——

Mr. SZABO. Well, like I said, clearly, we're viewing this as a—a full system, not incremental pieces.

Mr. OBERSTAR. Would the gentleman yield?

Mr. SHUSTER. Certainly.

Mr. OBERSTAR. I, too, read that statement. It sounded very good, but in the context of a competitive bid process, it—you—it seemed to me, difficult to simply upfront state there will be a preferential consideration, but the one who has already done the work, would seem to be in a preeminent position to bid successfully, but the point is well made.

Mr. SHUSTER. And if you go to a bidding process where you can't guarantee them but you give them some kind of points, as the Administrator said, everybody coming to the table is going to be very aggressive too—to—because if they know they've got a couple of bonus points for already bidding, and coming in the right way on the first leg, something we can figure out a way about.

Ms. BROWN OF FLORIDA. Just, well, if the gentleman will yield——

Mr. SHUSTER. Sure.

Ms. BROWN OF FLORIDA. —because I just want to mention that the State is going to make the recommendation. It's not going to be the Federal Government and I want to be clear in that and, you know, as we develop the process, I know the Federal Government is going to come up with guidelines saying that, you know, we want the tracks to be able to, you know, you don't have to change trains when you go from one area to the another, but the State of Florida will be coming with their recommendations, and we just will be approving it. We're just a partner, but we don't tell the State what to do in this process. Lets be clear on that, is that correct?

Ms. KOPELOUSOS. Yes.

Ms. BROWN OF FLORIDA. I believe everybody is saying, yes, everybody shaking their head?

Mr. SZABO. Yes, that is correct. Its a state—state driven process——

Ms. BROWN OF FLORIDA. Yes.

Mr. SZABO. —States make the plan. We review and fund their plans.

Ms. BROWN OF FLORIDA. Same as in Chicago, Illinois, and those other states. All right.

Mr. SHUSTER. But if you review it, then you can deny it, if something's not right.

Ms. BROWN OF FLORIDA. If somethings not right, but we don't want to be in the posture of telling the states what to do.

Mr. Mica.

Mr. SHUSTER. I'm very much in agreement with Madam Chairwoman.

Mr. MICA. Well, thank you, just to—housekeeping, Mr. Szabo. We're still, you know, the discussion we had in Chicago, our responsibility to find out how you make your decisions, we were not pleased with the information we requested from the administration on how the 8 billion dollars was expended and we also, on the type of grants Florida had as one of the top ten states in unemployment, we get zero funding in that. Mr. Oberstar had interceded in Chicago and had pledged to bring the parties together so that the minority and the majority would get from the administration a full accounting for the distribution and criteria in which those funds were disbursed.

That's money, and the horse out of the barn, but we still have the 2.5 billion award coming up, and where are we on our—first of all, our meeting? Have you committed to a date?

Mr. OBERSTAR. The gentleman yields?

Mr. MICA. Yes.

Mr. OBERSTAR. We talked with the Secretary, the Deputy Secretary, and there is a comprehensive chart available with 1,456 applications submitted for the TIGER Grants and the 259 applications for high-speed rail, that adds up to about 60,000 pages of documents, and I'm prepared to sit there and read every one of those pages——

Mr. MICA. Oh, if I understand——

Mr. OBERSTAR. If he wants to do that——

Mr. MICA. You would have the opportunity there to sit down——

Mr. OBERSTAR. Let me—let me conclude——

Mr. MICA. —and discuss this, yes. Go right ahead. Continue.

Mr. OBERSTAR. That the Secretary will make available the documentation with one exception of the proprietary information submitted by applicants.

Mr. MICA. I don't think we have any objection on our side to that.

Mr. OBERSTAR. We can arrange time to be together.

Mr. MICA. All right, and we do want to proceed. I'm not happy with some of the—of the distribution that's been done today, as you well know.

When do you expect—what's the schedule for the distribution of the 2.5 billion, because I don't want to be discussing while we see another 2.5 billion of decision-making behind closed doors and without Congressional oversight that I think is required?

Mr. SZABO. Well, certainly, we're committed to continuing what we believe is a very open and transparent process and——

Mr. MICA. Have you got a schedule?

Mr. SZABO. Yeah, yeah. We're looking forward to participating in the meeting that the Chairman will call to make documents——

Mr. MICA. But you won't, before that meeting, you're not going to pop up with 2.5 billion dollars——

Mr. SZABO. Well, I think its a matter—well, the 2.5, no. We will have a notice of funds available on the 2.5 coming out in about the next—about the next 30 days or so because the intent is to ensure that those are distributed before the close of the fiscal year, which is September 30th, so yeah, we do have schedule on that and I don't think——

Mr. MICA. I'm hoping a meeting can take place in advance of that. So we do need to schedule that.

Mr. SZABO. We're happy to make ourselves available at the Chairmans request.

Mr. MICA. Very good.

One of the problems, Mr. Oberstar, too, is, you know, when we did the extension of the highway bill through December, you had obtained a commitment from both the Speaker and Mr. Reid, Senator Reid, on the distribution of those funds, and once again Florida gets screwed, pardon the French. Four states get 58 percent of the money for projects of national significance, rather than distributing those funds on an equitable basis, which was part of bipartisan agreement. The administration unfortunately went ahead with—ahead with that language that was in the bill, and now that—that horse is also out of the barn.

Madam Secretary, here in Florida, the legislature is concluding its work. What—I just had some comments with folks that theres going to be a cut in transportation funding.

What are you looking at here in Florida; could you give the Committee those figures?

Ms. KOPELOUSOS. Absolutely.

Congressman, we finished the legislative session. The budget was approved. They did a sweep of our trust fund of about 160 million in cash.

Mr. MICA. So you're short here?

Ms. KOPELOUSOS. So we—we will look at—and remember we're a commitment based cash flow budget, so——

Mr. MICA. Will any of that affect any of the projects that—that you have—currently have out for bid?

Ms. KOPELOUSOS. Not ones we have out to bid, but ones that we possibly will look at——

Mr. MICA. You'll have to cut that.

Well, you know, again, on the 8 billion dollars, I have questions of how that was disbursed.

The TIGER grants were specifically for areas—states with high unemployment, and far too much money went to some states that have less than half the unemployment that we have in the State of Florida. We got shafted on that.

We got shafted on this latest distribution of the transportation bill through the end of this year. Again, thats the latest information that I have, that they have released that, and then now I have the 2.5 billion that—and all I think our State is asking for is a fair and equitable shot.

Mr. Szabo, you had said that the rail was going to travel from Miami to Orlando and achieve a 186 miles an hour. Is that on average or is that the top speed?

Mr. SZABO. From what I understand from Florida's plan that they've been putting together, that's top-end speed.

Mr. MICA. And average speed?

Mr. SZABO. I don't have that readily available.

Mr. MICA. Secretary, do you know?

Ms. KOPELOUSOS. Part of it will depend on what corridor is chosen, at the end of the day, I mean, even on the Orlando to Tampa——

Mr. MICA. That does sound like high speed, I mean, and in the bill, we set the PRIA that we all agreed on, we said 110, which is actually low by international standards, but Mr. Szabo, I heard you say that the speed from—it would take one hour from Orlando to Tampa, which is 65 miles, so that makes an average speed of 65 miles an hour.

Does that constitute high-speed either by the legal definition of PRIA or by any possible distortion of fact?

Mr. SZABO. Well, I think we believe the plan that Florida has created for itself is genuine high-speed rail and that is——

Mr. MICA. At 65 miles an hour?

Mr. SZABO. Yeah, that segment, that segment, but I mean, again, you're talking about your average speed——

Mr. MICA. The only other place we have to go is——

Mr. SZABO. —its—its going to, you know, top out at I believe 168 miles an hour, and you know, they intend to achieve it in less than an hour.

But again, its up to the State to prepare their vision, and then we're the funding partner——

Mr. MICA. Well, just—just again, I'm just using what you testified. The only other leg I know is from Tampa to the airport. And finally, my final question is, where are we—the Northeast Corridor, we have got to build high-speed rail or constructed—I heard you've got a new plan cooking instead of giving Amtrak, our Soviet style train system, the continued sole franchise in that corridor, do you have a time frame for revealing an administration plan for a true high-speed system in that corridor?

Mr. SZABO. Again, let me remind you that the high-speed vision is developed by Congress, by your legislation sets this up as a State driven process and so again, its the states that prepare their vision for high-speed rail and for intercity passenger rail, and then we review their vision and if appropriate, fund their vision.

Mr. MICA. Section 502.

Mr. SZABO. Yeah, what we have done, what we have done is form the Northeast Corridor Planning Commission, the commission. The Secretary sent those letters out to those governors to appoint their designated commission, we're going to get them, and set them down, and start doing the very important planning that's going to be necessary to take the corridor to the next level.

Theres some significant challenges that the states are going to have to address in there. Its going to involve the potential taking of land, and so theres the environmental plan that's going to have to be done, and these are going to have to be local decisions to

make sure that the states are comfortable with whats going to be necessary to bring the corridor to the next level.

Mr. MICA. I have additional questions, I submit to the Chairwoman.

Ms. BROWN OF FLORIDA. Thank you, and I'm going to turn it over to Mr. Oberstar, but I want to point out that we started our tour in upstate New York, for a purpose, and the State came and presented their plan and what they visualized for their region, and one of the things that they were very pleased with, the starting of the system, that they could break up some of that congestion where freight and passenger intersect, so that they could have a faster speed.

And so one of the things that we as Members must remember, that we are partners, and we are working with the State, and the first stop on our whistle stop tour that we had, Mr. Mica, you didn't attend, but the first stop was in New York, because I wanted to start there, where a rail started in 1835, the first successful rail in the country, and of course, we started—we had cabooses and now, they don't use cabooses anymore, and we're last, and so I'm excited about the opportunity of partnering with the State and moving our country forward.

With that I will turn it over to Mr. Oberstar.

Mr. OBERSTAR. Thank you, Madam Chair, and thank you to the panel for being here today.

In response to Mr. Mica's question, and I share the—not only share the frustration, I am the principal being frustrated by the Senate's manipulation of the extension of safety.

I allowed the package, within which it was included to move forward with a written commitment by the Majority Leader of the U.S. Senate to me and to Speaker Pelosi—yes, and Ms. Brown is choking out there—she said, don't trust the Senate, and I said we have it in writing, and Senator Reid is an honorable man.

But the agreement we had the language that was—that the House passed, is agreed to by Senator Reid for the distribution of 928 million dollars in discretionary funds, according to formula and not according to a rip-off by the U.S. Senate, but it was first held by a republican senator and then when that hold was released, more recently its been held up by a democratic senator, and now I'll say, Mr. Mica, that I have an agreement with Senator Reid and with the Speaker on another vehicle that I'll not reveal at this point, because I don't want to give the Senate something to screw up again. So we'll—we'll—we will proceed with it. Further, the allocations to the states have not been finalized. So irreparable damage has not yet been done.

I yield to the gentleman.

Mr. MICA. Well, I just was told that the allocations were moving forward and if you can assure me, I mean, my concern is my State again would be zeroed out of those funds, and I just had our Secretary here with what, 160 million shortfall and one of the top ten high—highest unemployment in the Nation and you get shafted once, you get shafted twice, we—we need jobs, and I need that assistance now.

So you committed, your word is your bond. I saw the letter that you obtained from the Speaker and Mr. Reid, and I'll do anything

I can make certain that we fairly treat that. I don't know where your state was, if Pennsylvania— we should be equitable, and we discussed this, and that was our intent was to have a fair and equitable distribution.

Mr. OBERSTAR. We—we passed the bill with the regular order, the Senate did not, and your other question is, I could just as well of sat back and said oh, too bad, the government picks up extra money with this formula, but it's not right, it's not right to do it that way, and we're not going to let the Senate off the hook, and we're going to get this done and talk with DOT about the distribution of funds, and we're going to—we're going to get this done before they have to by law finalize any allocations.

Mr. Szabo, I understand you have——

Ms. BROWN OF FLORIDA. Yes, yes——

Mr. OBERSTAR. I just want to say that I think you laid out very well the process followed, and we look forward to reviewing the documentation for the—on which the decisions were made for distribution of funds.

Mr. SZABO. Looking forward to the meeting.

Ms. BROWN OF FLORIDA. Mr. Szabo, we want to give you a chance to close anything you would like to say before you leave, and I want to thank you again for adjusting your schedule, and I know that you're going to Orlando to meet with the people with freight rail which is very important.

Mr. SZABO. I think only to close, that, you know, going back to the comments I opened up with, that this is an incredibly exciting time here in Florida. That there is truly within Florida's grasp, the opportunity to make something incredibly exciting happen.

The markets from Tampa to Miami through Orlando are incredibly strong. Its a great vision.

The little line that you were talking about, actually long line, from Jacksonville on down to Miami, incredibly important.

These are good markets and I just think its an exciting time for rail in Florida.

Ms. BROWN OF FLORIDA. Thank you, and I just want you to know, as I traveled around the country, the major complaint I hear is that everybody wants more money. You need to know, Florida wants all of that 8 billion dollars. There's nothing you could have done could satisfy us, and we want all the TIGER grant money, too.

So thank you very much.

Mr. SZABO. Thank you.

Ms. BROWN OF FLORIDA. We're going to excuse you——

Yes, sir?

Mr. OBERSTAR. Madam Chair—yes, excuse me, Mr. Szabo, but I have Ms. Kopelousos——

Ms. BROWN OF FLORIDA. Yes.

Mr. OBERSTAR. Just one last—my horseback estimate of the cost of I-95 from Sanford/Orlando to Miami is in the range of two and half billion dollars, original cost of construction and roughly a third of the states VMTs, which would come to about 60 billion.

That's a heavily traveled corridor. Here would be a great relief of traffic and if we could complete this high- speed rail, its cost

would be somewhat comparable to that of the Interstate, although perhaps less. Have you calculated those figures?

Ms. KOPELOUSOS. We've looked at the original figures, gosh, back when we—we started this process years ago. We were looking at about two to three between Orlando and Tampa and about eight to get to Miami, and I think, you know, you look at the current costs that we're seeing now, I mean our bids are coming in, what, average of 20 percent below——

Mr. OBERSTAR. Right.

Ms. KOPELOUSOS. —our estimate, so I think you're looking at an 8 billion range.

Mr. OBERSTAR. For the——

Ms. KOPELOUSOS. Part of that is——

Mr. OBERSTAR. For the completed project, that's Orlando, Tampa, Miami?

Ms. KOPELOUSOS. Just that Orlando to Miami piece.

Mr. OBERSTAR. Miami.

Ms. KOPELOUSOS. And that was very preliminary. I mean, that was done with not a lot of environmental work done, but we're in the process. We've started that, and so as you're moving forward, you would see some better numbers.

Mr. OBERSTAR. How much cooperation do you need? That is, what arrangements do you need to work out freight rails in that corridor?

Ms. KOPELOUSOS. Well, in some of it we're looking at, would be just building new rail completely. So some of the corridors that we're looking at would be around where the Turnpike goes currently and then along where I-95 goes today. So those are really the two focused corridors that we're looking at. So some of it would be absolutely new rail.

I mean, you can see our relationship with the freight rail operators in this state is pretty awesome. We've been working very closely with them because so many of our communities are looking at commuter rail and using those current ones, as well.

Mr. OBERSTAR. It's unfortunate that we had the setback in Florida several years ago. Mr. Mica, Ms. Brown, and I traveled to France with the FOX Project, as it was called at the time, and saw the great success of the TGV from Paris to Toulouse. The result, we had a good visit to a vineyard.

Ms. BROWN OF FLORIDA. Yes.

Mr. OBERSTAR. But they didn't buy the train for Florida, and so now we have to work on reestablishing that, and I will be an advocate for you with Ms. Brown, and your entire Florida delegation, including Mr. Mica, and Mr. Diaz-Balart, a very productive Member of our Committee and a great person to work with.

Ms. BROWN OF FLORIDA. Madam Secretary, if you like, you can stay up front with the next panel.

Let me just say one other thing. As we develop a system, as you and I experienced, it is important that it has to be a serious separation from passenger, as we do the high speed corridor; because we saw, just in our little tour, people playing on the tracks. I mean, it has to be a sterile environment, and I know that the engineers, as they plan, are keeping this in mind because this is just crucial.

Ms. KOPELOUSOS. Safety is always our number one priority.

Ms. BROWN OF FLORIDA. Safety has to be our number one priority.

Mr. DIAZ-BALART. Thank you, Madam Chair. Before anything else, I'd like to introduce somebody whos in the audience, who is a great leader of our community in his own right, but hes now the, I believe he is the state director for Senator Empires office, Carlos Prubello. Thank you for being here, sir. A little while ago, we were speaking about your—your boss, before we came up here.

First a couple of comments and then a couple questions.

I think the issue and the Chairman has been—is very generous with me and this Committee and has allowed me to vent on this whole TIGER grants issue. The fact that there was money that was allocated, stimulus money for low unemployment states, and Florida got zero, well, frankly there is no possible explanation of—no possible excuse. I don't care what anybody tells us, when states that have much lower unemployment got money and Florida got zero, and again, I know the Chairmans heard me say that time and time again, but I just thought its worth mentioning again, because there is no excuse.

Mr. OBERSTAR. If the gentleman would yield, I'm an equal opportunity complainer. We can get it from here to Minnesota.

Mr. DIAZ-BALART. Thats correct. Thats correct, Mr. Chairman, and one of the things that we always talk about with great pride is this is Committee that is not partisan, but we deal with the issues based on their merits.

Briefly, you know, Mr. Mica talked about high-speed rail between Orlando and Tampa being about an hour. You can drive almost in that distance. It doesn't seem to me that you can get people out of their cars.

Mr. Szabo mentioned, you know, today, about having to go the airport; taking off his shoes; going through all that process; and therefore it took much longer than the flight itself.

Well, if you can get in the car and go door-to-door in an hour and 15 minutes and you have to go the train station to go to Orlando from Tampa, its going to take you more than that, its frankly, my fear that its not going to succeed, and I hope you're looking at that. Because, you know, thats going to be the first one, I guess, and that its not succeeding, it will pretty well kill the possibility of having the southern leg, and I just hope thats something you look it.

All logic will tell you, not having to be an expert, that thats not going to work, if in fact its going to take an hour from Orlando to Tampa.

In addition to talking about passenger rail, though, since we are here in South Florida, Madam Chairwoman, Mr. Chairman, and Ranking Members, I do want to talk a little bit about freight rail.

The Port of Miami is telling you that theres basically three issues that they need, and thats dredging, which is happening. Its building the port tunnel, which is moving forward—thank you for your leadership—and then building this new dock rail to build a distribution center to get tuff in and out of the port, and obviously those are three components that they're complimentary and that all have to take place.

The main argument that the rail part is probably more urgent and even the tunnel, as far as actual timing, and I don't nec-

essarily need to get details from you now, but I do want to make sure that we're on—that we continue to talk as we have about that issue, because to me, without that, we're going to be facing some major crunch time.

We were just now, when Mr. Mica and I and Mr. Shuster were walking here to the college, we ran into a caravan, what seemed like a caravan, which I'm used to here in Miami. We've seen it, and the Chairwoman knows about this, but Mr. Chairman, we ran into a caravan of probably, I don't know, was it eight trucks struck in traffic, one after another, trying to get across Biscayne Boulevard? So clearly that issue needs to be addressed, and we need to continue to talk about that, make sure that that's a—its as much of a priority to the State as it should be and if you have comments on that, if you can hold that.

And lastly, I did want to talk about the issue of the 25—25th Street viaduct, and we were hoping that we would have, already, a transportation bill. And despite the best efforts of the Chairman and I've said this multiple times, the Chairman has been the most vocal, has been willing to stand up to whoever he needs to stand up with, and he has the total support of the Committee, regardless of any differences they're going to have on anything, including any differences on the Committee, but despite his best efforts, it looks like the administration doesn't want to have a reauthorization bill.

Having said that, knowing that, if you could give us an update about also that project, where we are and what are you looking at.

Thank you.

Ms. KOPELOUSOS. Well, and Congressman, you know, with this a priority for this community, I think we—we laughed and we talked about Miamis project, that it was VIT, the viaduct, the interchange and the tunnel, and We've gotten two of the three and half of the viaduct funded in the program.

Currently, right now in our five-year program, it is in the fifth year to complete that project.

As you know, our goal is always to get it done sooner rather than later. Its an important project. Its an important project for the airport. Its an important project for the community. We all value that, understand that, and we're just going to continue to work with the funding that we have to try to move that forward as quickly as we possibly can.

Mr. DIAZ-BALART. Talking about the rail issue, freight rail trains, if you also could.

Ms. KOPELOUSOS. Right, absolutely, and I know that the port, you know, under Bill Johnson has—has been moving mountains there, and I think you have to look at their discussions with the Florida East Coast Rail Line and trying to build a—kind of an inland port type proposal together.

They've been working closely, and we will continue to partner with them in all different ways to try to—to get their needs met, because it is, I mean, when you look at how much the port could grow with the tunnel, with the appropriate rail connector to the port, and then I think you will see it continue to flourish.

Mr. DIAZ-BALART. Thank you, Madam Kopelousos.

Ms. KOPELOUSOS. Thank you.

Ms. BROWN OF FLORIDA. Yes, sir.

Ms. BROWN OF FLORIDA. We're going to go to Panel Two, because we have a couple of people with planes to catch, so will Panel Two please come up?

Thank you very much.

I would like to welcome the second panel, and I would— we are going to start with Mr. Joseph Giuletti, Executive Director of Tri-Rail, Commuter Rail Authority, and I understand that a lot of the Members rode it today, and staff, and of course I did it less than, what, two months ago. So I'm glad you're moving forward and with your leadership.

Mr. Drew Galloway, Amtrak Assistant Vice President of Policy and Development, welcome.

Also Mr. Bruce Colan, Chairman of the Greater Miami Chamber of Commerce, and thank you very much for hosting us today for lunch.

Mrs. Ana Sotorrio, Associate Director of Government Affairs for the Miami International Airport.

And Mr. Cesar Calvet, Chairman of the Board of the Orlando International Airport, welcome.

I understand you all had chaos today, two and half hour wait, yesterday, yeah—yesterday, because of the—OK.

And Andre Trujillo, Florida State Legislative director of the United Transportation Union, and thank you for joining us on the trip Saturday.

Mr. TRUJILLO. I enjoyed it.

Ms. BROWN OF FLORIDA. And finally Terry Dale, president and CEO of—yes, sir, welcome—of the Cruise Line International Association, and I know you in Washington, now you look un—familiar here.

Let me remind the witnesses that under our Committee rules, oral statement must be limited to five minutes, but the entire statement will appear in the record.

Mr. Giuletti.

TESTIMONY OF JOSEPH J. GIULETTI, EXECUTIVE DIRECTOR, TRI-COUNTY COMMUTER RAIL AUTHORITY (TRI-RAIL); DREW GALLOWAY, ASSISTANT VICE PRESIDENT - POLICY AND DEVELOPMENT EAST, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK); BRUCE JAY COLAN, CHAIR, GREATER MIAMI CHAMBER OF COMMERCE; ANA SOTORRIO, ASSOCIATE DIRECTOR, GOVERNMENTAL AFFAIRS, MIAMI INTERNATIONAL AIRPORT; ANDRE TRUJILLO, FLORIDA STATE LEGISLATIVE DIRECTOR, UNITED TRANSPORTATION UNION; CESAR CALVET, CHAIRMAN OF THE BOARD, ORLANDO INTERNATIONAL AIRPORT; AND TERRY L. DALE, CRUISE LINES INTERNATIONAL ASSOCIATION

Mr. GIULETTI. Good morning, Madam Chair Brown, Ranking—

Ms. BROWN OF FLORIDA. Afternoon, now.

Mr. GIULETTI. Oh. I'm sorry, that's correct.

Good afternoon, Madam Chair Brown, Ranking Members, both Committee Chair Oberstar, Congressman Mica, Congressman Diaz-Balart, Members of the Transportation and Infrastructure Com-

mittee, Subcommittee on Railroads, Pipelines and Hazardous Materials.

On behalf of South Florida Regional Transportation Authority, I truly appreciate an opportunity to share my thoughts with you.

I want to thank several of you back down here, including Congressman Oberstar, who came down and rode the system a while back before Congresswoman Brown had, and we had an enjoyable ride back then going across the system, and Congressman Mica who has been intimately involved with our system through the legislative sessions.

I appreciate all the support that We've had, and the good news is that we have a system that continues to be able to provide the—the service that we committed to the Federal Government. I truly need to thank the entire South Florida delegation or the Florida delegation for the support that they've given to make sure that that happens.

This topic is—of the hearing is timing. The SFRTA and the State of Florida have significant experience over the past twenty years operating rail service through our agency and in concert with Amtrak, and I believe there's some important lessons that can be gleaned from our experience that may help guide Federal policy and planning as it relates to the introduction of the high-speed rail and also for the authorization of the highway and transit program.

Those of you that don't know, Tri-Rail is the first new start-up in 25 years of commuter rail system.

Florida led the way at that time to look into alternative ways of dealing with traffic mitigation and through its design, to be responsible for transportation planning, coordination, design and operation of the commuter rail service for the 5.5 million residents of Dade, Broward, Palm Beach Counties.

We also have strategic partnerships with the Florida Department of Transportation and the other area transit providers that support an extensive rapid rail, commuter rail, and bus network.

The SFRTA service territory covers 75 miles of rail-line. We are currently down to about 13,000 riders daily, which is still over our 2008 number. We suffered a little bit when people lost their jobs in the area, and We've also heard an awful lot about what's going on with unemployment here.

We still carry—have carry estimates for future ridership growth that exceed three percent annually. With the support from the South Florida Congressional Delegation, the legislation in Florida approved the allocation of gas tax revenues totaling 13 to 15 million annual for SFRTA.

And with respect to the future, the SFRTA will still need to fund—address the 500 million in near-term capital needs for Tri-Rail and the 10 billion that We've identified for this area.

Our intercity transit service, both bus and rail, will have to be integrated into the high-speed rail and serve network in order to ensure that the passengers have a seamless experience.

I would just like you to know that Tri-Rail currently has a high number of multimodal connections and is one of our systems greatest strength and critical success. Tri-Rail is a viable option for those traveling to and from South Florida to the connections at the regions three international airports, OK, and to give you a sense

of the bus operations, Tri-Rails 18 stations passengers are currently able to transfer to 21 Miami-Dade transit buses, 20 Broward transit buses, 22 Palm Tran bus routes, 12 SFRTA operated shuttles, seven city operated shuttles. And our excitement about the connectivity will improve when the Miami Intermodal Center currently under construction adjacent to the Miami International airport is completed. Tri-Rail will include the new Miami central station, which will connect directly to Tri-Rail, Amtrak and the new extension of Metro-Rail service.

So I'm not going to go further into my—my discussion at this point, other than to say we also connect with Greyhound, and we were instrumental in working with the Florida DOT in identifying, just here at the MIC, the fact that if we gave up our air rights, it would make it a connectivity between the heavy rail, the introduction of Amtrak, high-speed coming in.

You'll be able to get off of our planes here in Miami and be able to not only get on intercity or high-speed rail, commuter set rail, the heavy rail system here, all the bus systems, and Greyhound, which is, we believe the model that needs to be looked at going forward.

And I thank you for allowing me this time.

Ms. BROWN OF FLORIDA. Mr. Galloway.

Mr. GALLOWAY. Good afternoon, and thank you, Madam Chair, and Chairman Oberstar and Ranking Members Shuster and Mica.

We at Amtrak appreciate very much this opportunity to talk about intermodal connections in Florida.

For the last 35 years, Amtrak has been the operator of the Northeast Corridor, and I'll cite that when talking about this because I think it has a lot of relevance in the emergence of intermodal connections and intermodal activity in the State of Florida.

I won't repeat what Joe has talked about, but I will echo it. It is a microcosm of what is occurring on a broader region.

The Northeast Corridor has 457 miles, is very comparable to Miami to Jacksonville, a little less, but it's in that same general region.

The Northeast Corridor sees, today, 3,500 daily trains, with 260 million travelers a year on it. It only works with the right type of intermodal connections. It only works when the facilities are designed for convenience and for easy transfers and information and smart design in those facilities. It only works when there's an infrastructure in place that provides a reliable service that provides the type of service as needed.

This is a corridor that hosts 150-mile-an-hour Acela trains, commuter trains and up to 60 freight trains every day. It requires a careful integration of that service to make it work.

In terms of intermodal connections, because of these other factors that I just cited, only when you identify and build and integrate in those facilities and those systems, do the passengers have enough confidence to take advantage of the system.

If passengers have enough confidence to travel from their point of origin to the point of destination, it may involve a train; it may involve a train with local transit, be it bus, or subway, or Metro-Rail. It may involve transfers to and from airplanes. And the

Northeast Corridor has three active transfer locations right now between airports.

It is, on a region-wide basis, what we see emerging in many other parts of the country. I would cite California, the Midwest, many areas, have identified these facts, identified these values and are moving towards it. And it works.

When you look at the right type of intercity high-speed service versus airline short haulers, Philadelphia to Washington captures 88 percent of the market today. Albany to New York, it's 92 percent. New York to Washington is 63 percent. So there is evidence in building the service and building facilities, that rail can take advantage of intermodality and intergration.

USDOT just concluded a study citing one of the values of the Northeast Corridor is this level of intermodality that exists, and every station in Maryland has some level of intermodalism; every station in Rhode Island; and virtually every one in Connecticut; I can go up and down the list.

I'm using this to cite examples, because we think part of the reason that there's 260 million trips a year—it's forecasted to grow to 415 million over the next 25 years—is because of this integrated system and planning and making sure of that attention to detail, that it really does work in that context.

Because everybody else has talked about the Miami Intermodal Center, and there's a piece of me in the project, as well. It is the example that we all look towards as an intermodal facility, and Amtrak is very much excited and interested in joining that. That is not only because of the connections that Tri- Rail and Metro-Dade offer into the airport, but also because of the close proximity to the cruise ships. And because of the ability to look beyond simply journey-to-work type of operations and to look at it from a full economic development perspective, it is very exciting.

Also, when looking at land use planning and livable communities, the right type of intermodal facilities absolutely come into play.

We're excited by what Florida is doing with the high-speed program, and we urge them very much to look at the intermodal facilities at Tampa and Orlando, whether it's in the Sand Lake Road area or closer to downtown, or the attractions area. All of those features really come into play in creating a region-wide network of intermodal services, and that creates opportunities for travel that didn't exist just a few short years ago. And I'll conclude my remarks, and thank you.

Ms. BROWN OF FLORIDA. Thank you.

Ms. BROWN OF FLORIDA. Mr. Colan.

Mr. COLAN. Good afternoon, Chairwoman Brown, Chairman Oberstar, Ranking Members Shuster and Mica.

I'm Bruce Colan, chairman of the Greater Miami Chamber of Commerce. On behalf of the Chamber and our members, welcome to Miami.

Prior to 2009, the PD&E and the final engineering work for the Tampa/Orlando leg of Florida's designated high-speed rail corridors had been completed and the majority of the right of way acquired, while nothing had been done on the Orlando/Miami leg.

The Tampa/Orlando leg was as ready to build, indeed, more ready to build than any other high-speed rail corridor in the United States.

Accordingly, Florida's applications to USDOT were for two and a half billion dollars to build a Tampa/Orlando leg, and 30 million dollars for the initial PD&E for the Orlando/Miami leg.

Notwithstanding the critics of proceeding first with the Tampa/Orlando leg, because that leg is ready to build, it can and should be the first operational high-speed rail segment in the U.S. When joined by an operational Orlando/Miami segment with its substantial additional revenue, the complete Florida high-speed rail system will be self-sustaining and a model for the country, for not only high-speed rail, but also intermodal connectivity. Indeed the MIC, now under construction, will be the Miami terminus of high-speed rail.

Subsequent to the award of the initial billion and a quarter for the Tampa/Orlando leg, FDOT announced it will proceed with the DBOM approach for what is estimated to be in total a two and a half billion dollar project. It is our understanding that the administration is prepared to provide additional monies for this leg, up to a total of 80 percent. There is an expectation of private sector funding for the balance.

However, because there is no existing U.S. High-speed rail system to provide reasonable projections, simply pledging fairbox receipts may not be enough to secure material amounts of private financing. Thus, at least for the first system or two in the U.S., government guarantees may be necessary to secure a material portion of the funding needed over and above the initial governmental grants and awards.

As the Orlando/Miami leg has a substantial—materially higher ridership projections which will provide significantly more revenue and make the high-speed rail system in Florida profitable, the private sector would like some assurance that the Orlando/Miami leg will go forward as soon as possible and that the winning bidder for the Tampa/Orlando leg will have either a right of first refusal or other preference for the Orlando/Miami leg.

Indeed, we believe that the entire Tampa/Orlando/Miami route should conceptually be developed as one system.

As the Orlando/Miami leg, although FDOT has announced that a contractor has been selected to perform the preliminary design and environmental work, that selection is contingent upon funding of the 30 million dollar cost, whether by FDOT or by USDOT.

To date, no firm commitments have been made over than the 1.3 million dollars from the State referred to by Secretary Kopelousos. Until we get past this situation and meaningful government commitments are made toward the funding of the Orlando/Miami leg, commitments which allay concerns about the prospects for construction of that leg being delayed indefinitely, it may be difficult to obtain favorable bids for the Tampa/Orlando leg.

We must overcome these impediments. Because the Tampa/Orlando leg is ready to go with the initial funding allocated, the entire Florida high-speed rail system can and should be the first system in the U.S. to be completed, and as a result, become the high-speed rail template for our country.

The development of high-speed rail is a once-in-a-generation leadership opportunity to bring the United States up to speed with Europe and Asia. Aggressively moving forward with high-speed rail will bring more than 10,000 new jobs to Florida.

Just as construction of the interstate highway system helped transform Florida and our country over the past 50 years, high-speed rail can be the engine that drives transformative economic growth for generations to come.

The Greater Miami Chamber of Commerce pledges to you, that we, together with our sister business organizations in South Florida, as well as in the Tampa Bay and Central Florida areas and at the state level, will work on a continuing basis to support the development of the entire Florida high-speed rail system.

Thank you.

Ms. BROWN OF FLORIDA. Thank you.

Ms. BROWN OF FLORIDA. And I just want you to know we're not short of applicants. We had over 22 different departments that were interested in entering in the agreements with us, so there is plenty of interest in that first leg.

In fact, there was so many that I couldn't invite them to come to the hearing.

Mr. COLAN. The issue, I believe, will be financing as We've had discussions with financial parties, and that's where the problem comes in.

Ms. BROWN OF FLORIDA. Sir, I want you to know, not only do they want to enter, they also want to come with their financing. It is a piece that they are very excited about.

Ms. BROWN OF FLORIDA. Yes, ma'am.

Ms. SOTORRIO. Thank you.

Good afternoon, Chairwoman Brown, Chairman Oberstar, Ranker Members Shuster, and of course our own Representative Mario Diaz-Balart.

I bring you greetings from aviation director Jose Abreu, who regrets not being able to join you this afternoon but looks forward to hosting you tomorrow at Miami International Airport.

I appreciate the opportunity to tell you about the great intermodal connections that are being developed in Miami-Dade County and the strong partnership among the local, state, and Federal officials that are making them possible.

Here in Miami-Dade County we were talking about intermodal long before it became fashionable. MIA is the nation's leading international cargo airport and the second ranked international passenger airport. We just surpassed LAX for that number two spot.

It is the largest gateway to the Latin American/Caribbean region, with more than 1100 weekly departures to 67 destinations in the region.

The airport is also Florida's busiest and its premiere international gateway, handling 70 percent of the state's traffic from abroad.

MIA is also the primary driver of Florida's economy here in South Florida, generating more than 27 billion annually in business revenue and more than 282,000 jobs, equating to one of every four jobs in Miami-Dade County.

To rank competitive and the meet growing demand, the Miami-Dade Aviation Department is investing 6.3 billion to modernize and expand its infrastructure, an 8600 foot runway opened in September of 03, and it has increased our air field capacity by 25 percent.

The new south terminal is now open and adds 1.7 million square feet to MIA.

The north terminal will encompass more than 3.2 million square feet upon its phase completion in 2011. Most of you probably got a glance of it upon your arrival here in Miami. At that point, the terminals will have a total of 130 gates.

MIA's cargo facility development program began in 1992 and is now complete, and it has more than 2.7 million square feet and 17 cargo buildings.

So with the two legs of the three-legged capacity stool well underway, the airfield and the terminal, we focused on the third leg, ground access.

We knew the airport would choke on its own traffic without improvement to the expressways and surrounding roadway. The main challenge, surprise, surprise, has been to identify funding for these improvements. As you know, Federal law prohibits the use of airport revenues off airport property. So we turn to our Federal, state and local partners.

The cooperation and coordinated intermodal improvements that have resulted from this partnership is unprecedented and a model for the nation. This is most evident in the Miami Intermodal Center, which you will visit and hear more about tomorrow.

Suffice it to say, in that regard, that the MIC has simply—the MIC program which it also encompasses the roadway improvements, it has decongested the roadways around the airport, provided efficient ingress and egress that did not exist before, and we're very much looking forward to the, you know, intermodal improvements that are yet to come that we will view tomorrow.

Our contribution to the MIC is the MIA mover, which will connect the central station, so to speak, and the car rental facility to the main airport terminal.

So the last remaining project is actually at the airports front door, and that's Car Central Boulevard, which is the last mile between the primary access roadways and the airport. If not improved, this would have been a choke point that would have negated all of the other improvements that have been made.

Again, our partners at FDOT recognized the significance of this project and committed 50 percent of the costs. The problem was we did not have the local match. MIA's massive 6.3 capital program has us financially strapped, and we were in danger of losing the state money. Director Abreu turned to the Miami-Dade Expressway Authority. To their immense credit, that MDEX board and its administration, realizing that this choke point would also choke the economy of South Florida, provided the local match. The project will soon be underway with an expected completion in 2012.

See, our passengers do not know the difference between the alphabet soup FDOT, MDEX, MDA, FAA, FTA, FHA, and list goes on. They just know it's difficult to get to the airport, and if we don't make it easy, they have choices, and they will make other choices.

Lastly, another intermodal project that is vital to MIA is the 25th Street improvements that Congressman Diaz-Balart spoke briefly about earlier. It is also another cooperative effort between FDOT, the Aviation Department, and the MPO, which has given the project its highest priority.

Phase One of the at-grade improvements, a new viaduct to State Road 826, is under construction, within its expected completion in July 2011. However, the full benefit of those improvements cannot be realized until the Phase Two project extends the at-grade improvements to 87th Avenue and completes the viaduct construction.

If those improvements remain unfinished, the local air freight industry may experience losses of more than one billion, annually, due to excessive ground transportation delays, spoilage of perishable goods, missed trans-shipment windows and late arrival of goods at the final destination. This influences 87 percent of U.S. Flower imports and more than 71 percent of U.S. Fruit and vegetable imports.

As I speak, 22 million rose stems will be taken off airplanes at MIA today. Hopefully to be quickly inspected by Federal authorities and cleared to be loaded onto trucks and taken to distribution centers west of State Road 826, so that our mothers will have flowers to celebrate their special day.

We applied for a TIGER grant, but our project, nor any other Florida project was selected. We intend to apply for a TIGER II grant and would appreciate your support for this worthy project of national significance.

Once again, I would like to thank all of you and look forward to seeing you tomorrow at Miami International Airport.

Thank you.

Ms. BROWN OF FLORIDA. Thank you.

Ms. BROWN OF FLORIDA. Mr. Calvet.

Mr. CALVET. Good afternoon, Chairman Oberstar, Chairwoman Brown, Ranking Member Mica, Ranking Member Shuster, and Congressman Diaz-Balart. And on my right you will see some charts that we have provided.

I am Cesar Calvet, chairman of the Greater Orlando Authority, the aviation authority responsible for the operation of both Orlando International and Orlando Executive Airports in Orlando, Florida.

On behalf of the authority and over 16,000 employees that work OIA, I greatly appreciate the opportunity to address the Committee.

Let me begin by thanking you for your leadership in passing the American Recovery and Reinvestment Act of 2009. This legislation has made the five projects, three of them airfield resurfacing and two in-line explosive detection systems projects will be completed at Orlando International airport in the very near future.

Additionally, we would like to thank you for the passage of the exemption of the alternative minimum tax on airport private activity bonds as part of the ARRA.

In our two most recent bond issues, the Airport Authority will save over 21 million dollars over the terms of the bond issues. Of course, prior to being chair, I was in treasury, so I welcome that savings. Again, thank you.

Serving nearly 34 million passengers in the 12 months ended in March of this year, Orlando International Airport is Florida's second commercial service airport after our friends in Miami and its ranked as the 13th busiest nationwide. With its four parallel runway system, the airport averaged over 800 daily aircraft operations, and that is over 300,000 takeoffs and landings annually.

OIA has scheduled service to 90 nonstop domestic destinations and 23 nonstop international destinations and is ranked as 3rd in the Nation in terms of origin and destination passengers.

Orlando International Airport would not be where it is today if it had not been for the work of visionaries who dreamed of an intermodal facility that will serve Central Florida, and now with the priority given to high-speed rail, we, in Florida, have a unique opportunity to create a true intermodal transportation system in our State.

The Aviation Authority defined and reserved rail corridors on our master plans throughout the 1980's and 90's, including actually building elevated taxiway bridges in multiple locations with the idea of accommodating future rail systems. And now we—with both commuter rail and high-speed rail becoming a reality, the Central Florida region and the State will benefit from connectivity never available before.

The Central Florida region will work with the Tampa region as well as the Miami region, the State of Florida and the Federal Government, in order to make this project a reality, and we're very grateful to those who have worked tirelessly to contribute to this project, in particular, Congressman Mica and Congresswoman Brown, tireless advocates for over a decade in Central Florida.

Orlando International Airport, the proposed rail facility, will have the ability to co-locate four rail systems at a single station. Of course, none of these will be built overnight. It will be a project that will be built in phases, depending on available funding and demand.

These rail systems include high-speed rail, commuter rail, or Sun Rail, as it has become known in Florida, light rail and an airport people mover system.

This means that travelers could arrive at Orlando International Airport on an airplane and travel to downtown Orlando or to Tampa/Miami, without setting foot in a car and do so in a fast efficient and safe way.

Additionally, these projects will create jobs throughout the State, not only doing construction but will be as part of the operating system.

We will continue to work with our partners in the local, state and Federal Governments in order to build a station in Orlando that will serve the needs of the community in the short term as well as into the future.

I would like to thank the Members of this Committee and the Department of Transportation for their visionary decisions. Years from now, we will look at hearings such as today's and realize that a new way of interconnected and intermodal travel was being developed in front of your eyes.

Mr. Chairman, Chairwoman Brown, in closing, I would be remiss if I would not take the opportunity to urge Members of this Com-

mittee and Congress for the passage of the multi-year FAA reauthorization bill. A multi-year bill that contains a PFC increase and opposes the proposed the Aircraft Rescue and Firefighting Standards will greatly benefit the nations aviation system. By way of example if the proposed standards were to become law, Orlando International Airport will require at a minimum to construct and staff one additional fire station. Additionally, the airport has nearly a billion dollars in construction projects in its capital improvement plan that will create much needed jobs and benefit Florida's economy, as a whole, if this bill were to become law.

Mr. Chairman, this concludes my remarks.

Ms. BROWN OF FLORIDA. Thank you.

Mr. TRUJILLO. Good afternoon, Madam Chair, Chairman Oberstar, Ranking Member Mica and Shuster, Counsel and our own Mario Diaz-Balart.

I'm very thankful for the opportunity to appear before you today. Welcome back to the South Florida area, where our citizens benefit from Tri-Rail, Metro-Rail, service from Amtrak intercity passenger rail and where we're looking forward to high-speed rail sometime in the near future.

We also have a municipal service that contributes to the connections of our existing rail services. Our tri-county area is a community that needs a significant expansion of our rail system. Then highway congestion in the South Florida area burns up millions of gallons of fuel; adds many hours of travel time, and its a major productivity concern for our business community.

My testimony today also represents the positions of all the rail unions representing the men and women that build, maintain, and operate our freight and passenger rail system in the United States.

We cannot discuss high-speed rail without discussing Amtrak. Amtrak is America's national passenger railroad and the only current provider of some form of high-speed rail in the U.S. Amtrak also operates successful commuter rail service in partnership with local and state authorities.

In the Northeast Corridor, between Washington D.C. and Boston, Amtrak operates our only high-speed rail service with the Acela Express. Union Station in Washington D.C. and all rail stations in the Northeast Corridor have become intermodal hubs with direct connections to provide a seamless network of transportation options for citizens living in those communities.

Amtrak has created the model for intermodal connections and seamless access to other transportation options with these operations. Such is the model that Florida should try to emulate as it lays out plans for developing high-speed rail and for its emerging or existing commuter rail operations. We're glad to see the Miami Center— Intermodal Center, taking form.

Amtrak has a dedicated and experienced workforce which would be a critical key component in and rolling out and operating high-speed passenger rail service. These employees have delivered Amtrak service to a growing national ridership, despite years of inadequate funding and an uncertain future. Amtrak has a level of expertise in the operation of passenger rail that does not exist anywhere else in this country.

Commuter rail service operating on shared right-of-way will provide a vital customer base for high-speed rail. Our freight railroads have proven they can be successful partners with commuter and passenger railroads all across the country. Millions of commuter rail trips each year operate over tracks and rights of way owned by freight railroads. This movement of passengers takes place over the same network that supports the movement of goods from nearly every industrial, wholesale, trade, retail, agricultural, and mining business sector of our economy.

Today railroads account for 43 percent of intercity freight volume, more than any other mode of transportation.

Each high-speed rail corridor is unique and comes with its own set of opportunities and challenges. For those that will share right-of-way with freight operations striking the right balance as we grow both passenger and freight rail is the key to ensuring in America's economic engine keeps running.

The final piece of the intermodal connection is the American manufacturing community. A strong transportation system and a strong U.S. manufacturing base are intrinsically linked. It is good economic policy to allocate massive public investments for the nation's infrastructure and to do so with the use of U.S. steel, iron and concrete, and manufactured goods, and equipment. Equally important, our domestic manufacturing capability must be ready to produce the locomotives, the rail cars, the passenger buses and other finished products that our private and public transportation entities will be purchasing in the years to come.

The recent inclusion of Buy America provisions in the American Recovery and Reinvestment Act of 2009 builds upon and expands existing Federal law. A better model of investment in transit systems, Amtrak and an expanded high-speed rail network also ensures that the locomotives, rail cars, and buses are built in America, with domestically produced materials and equipment. Strong Buy America requirements and strict enforcement of the rules are a prerequisite for a robust domestic manufacturing industry, and transportation and labor will insist that these requirements are followed in all transportation investment programs.

I appreciate the opportunity to deliver our message.

Ms. BROWN OF FLORIDA. Thank you.

Ms. BROWN OF FLORIDA. All right, and the last speaker, last but not least.

Mr. DALE. Good afternoon, Chairwoman Brown and esteemed Committee Members. As the final panelist this afternoon, I will be brief.

Cruise Lines International Association is known within the industry as CLIA. We represent 25 cruise lines who own and operate 97 percent of all the capacity in North America, and we have 16,000 travel agencies all across this great country. We are the voice of the cruise industry.

Florida, as you know, is the cruise capital of the world. In 2008, 5.1 million passengers embarked on cruises out of this great state, and the nation's top ten busiest cruise ports are here, including the top three, Miami, Port Everglades and Port Canaveral, with Tampa being ranked number eight.

The cruise industry directly spends 6.3 billion dollars in Florida in 2008, generating almost 130,000 jobs, paying 5.5 billion dollars in wages.

The economic benefits of the cruise industry however, do not end at the waters edge. Passenger data shows and tells us that 38 percent of embarking passengers stay one or more at other vacation destinations throughout this great State.

CLIA sincerely believes that high-speed rail would promote economic development and sustain and grow tourism to the Sunshine State. Few places in the world give visitors simultaneous access to many top theme parks, multiple world-class beaches and big city culture all within 120 miles.

With high-speed rail, visitors would easily be able to enjoy a vacation in a Central Florida theme park and on an international cruise, all on one trip to Florida. A fast and efficient train ride will benefit not only Floridians but also visitors to the State from and around the country and around the world.

Madam Chairwoman, we applaud your efforts on this very important endeavor, and thank you for inviting us here today.

Ms. BROWN OF FLORIDA. Thank you.

Ms. BROWN OF FLORIDA. Mr. Mica.

Mr. MICA. Well, I'm going to have to leave along with Mr. Oberstar in just a minute, and I thank, first I want to thank all of the panelists for participating at both this panel and for your great testimony and your work. I've had the chance to work with almost all of you. Matter of fact, for Mr. Oberstar, this is a little out of the way and its sometimes difficult to get here for Members of State and I want to thank him so much for coming down, and I know Mr. Diaz-Balart joins me in thanking also our Ranking Member Mr. Shuster and Ms. Brown. I have been partners—we all work together as you can see. Sometimes we have some little family disagreements, but we just—if I win, everything's fine, and then we move on, but we try to get the job done, but thank you so much for coming, for your testimony.

I do have some questions. One last thing in addition to that little connector of FEC, We've got to get the rail to the ports. We don't have rail to Fort Lauderdale from Miami. Its not the far. Some folks are going to stay and look at that, but thats essential. That takes more trucks off, just like the tunnel—thank you, God, for the tunnel—we got that one done with a little disagreement or getting it done. If you walk out next to this campus here, and look at the truck and the president—the president of the college had told me that two students were killed out here with that traffic. So I think we're doing the right thing, and we're getting all of these ports operating, the intermodal center operating and then the different modes across the state and the nation, so thank you so much for being with us.

Ms. BROWN OF FLORIDA. Thank you.

Mr. Oberstar.

Mr. OBERSTAR. Well, I join Mr. Mica and Chairwoman Brown in thanking all of you for participating in your resplendent testimony, each with a different aspect of the impact of high-speed rail on Miami, but the greater Florida community.

I have high hopes for your High-Speed Rail Authority that is set up by the legislature, the—well, it's not high-speed, it's called the State Rail Commission and certainly look forward to seeing how they're going to operate. That might be a very good idea for other states to adopt. Our State of Minnesota was way behind the curve in passenger rail, having neglected it for 15 years until the—until the 8 billion dollars was provided, but the enormous impact of the cruise ship business on the States economy, the need to have a rail connection strikes me in the testimony, Mr. Dale, that you gave as very, very significant.

And your spectacular airport, 130 gates that you're going to have, I think that's remarkable, and so you have the cruise ship; you have container cargo; you have air cargo; you have those millions of roses that have to move through Miami to the rest of America for Mothers Day.

You have the already overcrowded Interstate highway system and your burgeoning, just about to flower, passenger rail system. Florida really is the template for intermodalism and multimodalism. I'm very impressed with the testimony and look forward to continuing the work with all of you, with our Chairwoman, with your great Florida Congressional delegation.

Thank you.

MS. BROWN OF FLORIDA. I want to really thank Mr. Oberstar. I know this is helping for Mr. Mica. We're not going to leave without—you want to say something to Mr. Oberstar, you Mario?

MR. DIAZ-BALART. Thank you, Madam Chairwoman, just as the local person here, I just want to thank Mr. Oberstar, Chairman Oberstar, and Ranking Member Mica, not only for their attendance today, Madam Chairwoman, but they have been such strong advocates, so exceedingly fair and willing to listen and willing to be helpful. So one thing is showing up at this meeting, which was wonderful and it's very helpful, but the other thing is day-in and day-out, and I've said that publicly everywhere I go. I just want to mention one more time here, back here, in my hometown, I want to thank you, Mr. Chairman. I want to thank you Ranking Member, in particular for—not today—not only today, but more important, for everything, every time I've ever gone to you on a mission, you've always been fair; you've always been willing to listen and again; thank you again so much.

MR. OBERSTAR. If you bring another shot of this coffee, I'll come back.

MS. BROWN OF FLORIDA. Mr. Chairman, it was my suggestion that you have the Cuban coffee.

MR. OBERSTAR. All right.

MS. BROWN OF FLORIDA. We're going to stand at informal recess for five minutes and then we're going to come back with questions, if you don't mind, while Mr. Mica and Mr. Oberstar leave. Thank you, five minutes, then we're—we have a series of questions that we want to ask you.

[Recess.]

MS. BROWN OF FLORIDA. Thank you. We're going to convene. I have a couple of questions, and then I'll turn it over.

Mr. Galloway, the Secretary spoke about the Sunset Limited, and I don't want you to answer any questions about the Sunset Limited right now.

When we have the hearing in Jacksonville, it's going to be—one of the segments is going to be on the Sunset Limited. That is a passion of mine, and I really want to see service restored from New Orleans to Jacksonville and Orlando, and it's not just an economic issue for me. It is if we have another situation, we need to be able to get people out of harms way. So it's a national security for me, and at that meeting we've already discussed it, the Committee, and we're going to invite some of those communities along the way, people in Pensacola, and Mobile, that have been talking to me about it, and that is something that I feel that if Amtrak doesn't want to do it, that is something that I want to bid out, because this is a service that I want to not restore, because it didn't make any sense when it came from California to Florida, and you had all of the tracks and issues.

It never arrived on time, and it was in New Orleans at two o'clock in the morning. It just wasn't a system that was valuable. And for some reason, I don't feel that this is a service that Amtrak is interested in, but it certainly is a service that the Chairwoman is interested in.

So with that, I'm going to move on. On Saturday, the Secretary and I, Secretary of Transportation, joined Amtrak as we tested the tracks from, you know, Miami to Jacksonville. We talked about that. Can you give me the status of that Florida East Coast line, and that is a service, it was such excitement when they traveled where the—they were in Brunell, and I understand that they came out on horses and different communities had bands, such an excitement along that FEC line from Jacksonville to Miami.

Can you—what do you think, and how would it compliment high-speed rail to Florida?

Mr. GALLOWAY. I'll give you the Amtrak perspective, although the FEC project was really one of the FRA grant initiatives put in by the State.

We worked very closely with Florida DOT. I was personally involved in that in developing several alternative service plans. Some had a greater percentage of corridor service versus long distance service, and we did a lot of analysis in looking at the economics of it, but also the ridership benefits and also the benefits to the community.

Amtrak is firmly committed to supporting the State, should they pursue another round of funding on that regard. We're prepared to work on and refine the service plan, based on feedback and comments that have come from the communities and the freight railroads, and we're also prepared to be, to the extent that the law permits, a desirable leader in this effort.

Ms. BROWN OF FLORIDA. In talking about that particular line from Jacksonville, I think the line will go from Jacksonville to Miami, but it will kind of split there and go to Orlando and on down.

Mr. GALLOWAY. Part of the analysis we looked at, was either terminating some of the trains that ran through Orlando and Tampa and running them down the FEC or splitting them or changing

them around, and the economics and frankly the benefits to the State clearly say that splitting the train at Jacksonville is the most favorable way to do that.

So as part of Amtrak's involvement in the Jacksonville Union Terminal Station planning, as well as with Miami Intermodal Center, we've tried to make sure that the capacity is available to accommodate that type of train service.

Ms. BROWN OF FLORIDA. OK.

Mr. Shuster.

Mr. SHUSTER. Thank you.

Mr. Colan, pronounce that Colan?

Mr. COLAN. Colan.

Mr. SHUSTER. Colan. There's big concerns as to how— what's going to fund, especially operations of high-speed going from Tampa. It'll go to Miami at some point, but it seems to me that and I think your observation that you made about we really need to bid this as one project, because it seems to be from what I read here, is that the money-making part of this operation potential is really from Orlando to Miami and there's two phases to make money on this. First is the construction phase; companies come in and build it, and you know, they can make money on construction, and I think it's more difficult for them to make profits, or make a profit or break even based on the operations end of it. So can you expand on your thoughts as to why it should really be—if somebody wins the Tampa to Orlando piece should have a—some kind of points, some kind of bonus points or incentive——

Mr. COLAN. It's going to depend in part from that standpoint, upon what are you looking for from a successful bidder. To the extent you're looking for some sort of financial contribution, we can debate to the extent to which a successful bidder is going to take some fare box risks. Clearly the key revenue is the Orlando/Miami leg. So they need some assurance that they're going to have the opportunity to do that leg, or taking a risk on the leg that we just heard some of your colleagues talk about.

The Miami/Orlando leg, which you can do in two hours, on the other hand, people right now, if you fly it's close to four hours, but a lot of us, and I've gone to Orlando for meetings including the one meeting that was attended by the Chairwoman and Secretary, Mr. Mica and two others. We drove back and forth. It just doesn't make a lot of sense. If that is the leg that will work with the tourists, will provide all kinds economic development opportunities, and will make it easier for a successful bidder to provide some of the financing, how much is subject to debate.

Mr. SHUSTER. So without that piece of it, how many different folks do you think will be attracted to bid that——

Mr. COLAN. I don't know. We have a—we had a program last week in Miami sponsored by the U.S. High-Speed Rail Association, Chamber of Commerce, and my law firm. We talked about it. And it was very clear, working with people who were there, from the financial standpoint about that risk and just what this whole—this—Florida has the true potential to be the template for the country. It can be the fastest up and operated full high-speed rail system, from which the whole country can go forward. Why? Be-

cause the Tampa/Orlando leg happens to be as ready to build as anything.

Ms. BROWN OF FLORIDA. Would the Secretary join us up front, if you don't mind, because I would like for you to shed some light on those—on that question, if you don't mind.

Ms. KOPELOUSOS. Part of what—we're working on this process, and I had a conversation with Mr. Shuster outside earlier about the—thats some of the pieces that we're looking at, about—because it is, I mean, the part that everybody wants is the Orlando to Miami segment.

Ms. BROWN OF FLORIDA. Why do you think that's so?

Ms. KOPELOUSOS. I think——

Ms. BROWN OF FLORIDA. I mean, why do you think—why do you think—not the money. It's the ridership, but you don't have to tell me that. Why is it Orlando/Miami makes sense? It's the piece that really makes sense.

Ms. KOPELOUSOS. Well, I mean, I think the whole—for us, the whole corridor makes sense, because its about three of our most urban areas moving people between, not just Floridians but our visitors, as well, that want to come here, spend some time here and then make their up to Central Florida. And I would argue to North Florida, as well.

Ms. BROWN OF FLORIDA. Excuse me. You mentioned the airport. How many people come into the airport every day?

Ms. SOTORRIO. Well, the weekends, it could be upwards of 80,000.

Ms. BROWN OF FLORIDA. Uh-huh.

Mr. SHUSTER. And just to clarify the reason the Orlando/Miami makes it, is because the ridership generates the revenue, so and more I talk about this and learn about it, you almost have to do it all together, because whos going to— as you mentioned, whos going to take the risk if they, you know, take the pieces? People bid the stuff all the time and they look at a project and go OK, we'll take this part of it, its not that profitable maybe well lose money—but we're going to do it. We're going to do the whole project because we can make money at this end of it, so, Mr. Galloway.

Mr. GALLOWAY. I was just going to say that our experience and our analysis suggests that corridors less than a hundred miles in length, will be heavily dominated by automobiles, and corridors exceeding four or five hundred miles in length will be dominated by air. So the Orlando to Miami is the sweet spot in terms of distance and demographics——

Mr. SHUSTER. What is the mileage?

Mr. GALLOWAY. It's about 210 to 220, in that range, but the addition of going onto Tampa with Orlando/Miami seeing an exchange of seats, I think there's a synergy there that balances in the end.

Mr. SHUSTER. OK. Well, then I think its very problematic that we're not bidding as one, and I think theres going to be tremendous challenges getting the whole thing built out, with Tampa/Orlando not being——

Ms. BROWN OF FLORIDA. Well, let the Secretary finish up because part of the challenge that we have was that the Orlando/Tampa piece was the piece that was ready. And so that is the piece that

we had to bid out. The environmental piece was not done from Orlando to Miami, and that's what we're doing now.

Ms. KOPELOUSOS. Madam Chairwoman, that's what we moved forward on. We have about 1.3 million right now putting towards that to get that bid in so that we can. The sooner we can do it, the better off we're going to be. And I think a lot of that, you know—part of its going to be working with the FRA and the technology, I mean, that's going to be a big key to this.

Mr. SHUSTER. Well, I was going to ask Mr. Szabo this question, but see if you have any light to shed on it, the—neither the environmental analysis for Orlando to Miami high-speed rail, nor the FEC Amtrak expansion request will move forward for technical rule by the FRA. Do you know why that was? Just wasn't far enough along?

Ms. KOPELOUSOS. Part of it—lets separate them. The Miami to Orlando piece, it was because we didn't have any part of the—we had just the cursory kind of environmental work done. On the FEC corridor, we had a little bit more than that, and what We've done is worked with FRA and Amtrak, on trying to get us in a position. I mean, our folks are working around the clock on it now.

Mr. SHUSTER. And how far away is it before you get submitted something, is it close?

Ms. KOPELOUSOS. We think by August, September timeline, we'll have a final document. We think—we'll know what we need to know in July. Its going to depend on what the—what the rules look like.

Mr. SHUSTER. Right.

Ms. KOPELOUSOS. That FRA puts out.

Mr. SHUSTER. And would it be fair to say, you believe here in Florida that if you could keep the Orlando line piece, you know, do the Tampa/Miami piece all in one process, you'd have a much greater chance of being successful and finding the funding; is that a fair assessment or?

Ms. KOPELOUSOS. And I think you never want to split a project up. I think Congressman Diaz-Balart is witnessing that viaduct. When we split a project up because we didn't have the funds to do it, you get one piece, and then you want to fund the other piece. Of course we want to get it done, but that's why we consider it, and Mr. Shuster, that's why We've always—its one corridor. Its just two segments of it.

Mr. SHUSTER. Right. And also, a question for Ms. Sotorrio, did I get it right?

Ms. SOTORRIO. Sotorrio.

Mr. SHUSTER. Sotorrio, OK. I had it spelled phonetically. I still screwed it up. My Spanish isn't that good.

Could you describe some of the innovative financing that you used to build the Miami Intermodal Center, just some of the different things you used—employed.

Ms. SOTORRIO. Sure, well, the Secretary probably would be able to speak to it better than myself. Let me give you the airport perspective on that.

You know, we, we in the community, knew that we had to provide interconnectivity between all of these modes, and this—Miami Intermodal Center is the project that was born out of that need,

and so the biggest challenge, of course, was putting together all the pieces of that funding. So we started with, you know, FHA, FTA, that whole alphabet soup. FDOT obviously is the project manager, it has the biggest, you know, the largest part of that funding, but then there was also a need to be able to, you know, get loans.

So we were able to get a Federal TIFIA loan. That was a very major part of this, and we, at the airport have to get, you know, special approval from the Federal Aviation Administration in order in order to build the connector, the people mover that will connect the Miami Intermodal Center with the airport terminal, because there's a great deal of restrictions on the use of airport revenues off airport property, and even though this is just slightly off airport property, we had to have certain right-of-way and things in order for FAA to be able to approve it.

Ms. KOPELOUSOS. Chairwoman and Mr. Shuster, I think one of the keys to this, we were the first ones to utilize the TIFIA program. We went through some growing pains on that first one, but I will tell you, it is something that we have utilized. It is wonderful, its—its—it has really been helpful for us in getting.

You and I talked about the 595 project. We got a TIFIA loan for that, as well. Its one of those innovative financing tools that we can't thank you enough for, because we truly have utilized them here. And I will tell you that USDOT, over the years, has made improvements to us getting through the process and making it easier to manage and to work with this loan, so I think other states will tell you the same thing. Its been an extremely successful program.

Mr. SHUSTER. OK. Thank you.

Ms. BROWN OF FLORIDA. And as you discuss that, of the TIFIA loan, would you give us that in writing, because we're reviewing it and trying to figure out what kind of changes we need to make to it. If it's a good program, we need to know that.

Mr. DIAZ-BALART.

Mr. DIAZ-BALART. I'll be—I'll be brief.

I wanted to mention, which I mentioned in the beginning, the 100 million dollar credit that was given by the Committee, with somebodys help, which allowed them, the State, to put in 100 million dollars for what was in essence was mostly a local project, part State, but I think that was also very helpful at the time.

Madam Chairwoman, if I may take a point of personal privilege to mention that We've heard from some very special people, but the woman that just spoke to us right now is retiring after how many years?

Ms. SOTORRIO. More than I have to admit. Thirty-five with the County, 21 at the airport.

Mr. DIAZ-BALART. Yes, and she has been—those of us who have had the privilege of working with her over the years, have just had a great experience, a straight shooter, always tells you the truth, and just what a public servant should be, so I just want to thank you for your years of service.

Ms. SOTORRIO. Thank you.

Mr. DIAZ-BALART. And again, I just yield back.

Ms. BROWN OF FLORIDA. Mr. Trujillo.

Mr. TRUJILLO. Yes, ma'am.

Ms. BROWN OF FLORIDA. Mr. Oberstar left a question for you.

Mr. TRUJILLO. OK.

Ms. BROWN OF FLORIDA. OK. What is your view of the accomplishment of freight and passenger rail in the same corridor as far as operational levels, for example, scheduling, tracks, maintenance, those kinds of things?

Mr. TRUJILLO. Well, as I said in my statement, each corridor, although I was speaking to high-speed rail corridors, for each corridor has got its own challenges.

Ms. BROWN OF FLORIDA. Well, you know we're not just talking about high-speed—

Mr. TRUJILLO. Right. Down here in South Florida for example, We've gone through growing pains with Tri-Rail in terms of the relationship between the service and its host railroad. Even though the state owns the line, the track's lease rights to CSX exist; and that's always been an issue, and I think that progress was made tremendously and particularly as dispatching changes hands. The emphasis on who gets the right of way, at what time, and the coordination of that has been improving, and I think that the freight railroads do play a positive role and, but again, it goes in a corridor-by-corridor basis and also even on a railroad by railroad basis. The same level of cooperation that you see, perhaps from CSX, you may not see from another railroad, so.

Ms. BROWN OF FLORIDA. OK. Couple of more questions.

Let me just ask, what benefits will high-speed passenger rail bring to the Miami area as far as economic and businesses opportunities, and I'll just start right here. Again, you all can just take one minute and tell me how will the community benefit from high-speed?

Mr. GIULETTI. Well, personally, the same way that I return in saying when you put in a regional commuter rail system, the integration between all of the partners that are there, the fact that it provides alternatives, and you look at Miami alone and look at what the opportunity is, not only as the gateway, or the entranceway in for people that are coming in from other countries to be able to access these systems.

You heard what an economic generator the ports are. This ends up being the—and I'm talking about the seaports—the same type of economic generator. The opportunities are fantastic, but business opportunities are fantastic and the growth that you will see from it, and they've already come out at the Federal level to say for every dollar that is invested into mass transportation or transportations, you get a six dollar return in economic growth, and I would say that this will be definitely an example of that, particularly in a corridor of this nature.

Ms. BROWN OF FLORIDA. Mr. Galloway.

Mr. GALLOWAY. I think reducing travel times to around two-and-a-half or three hours is the upper bound in terms of business travel. That has a remarkable effect in bringing wider areas of the state or a region together and creating synergies, in terms of business, in terms of recreation, in terms of tourism, that don't exist when the travel times are four, five, six hours. And we see that routinely on the Northeast Corridor, where people make two or three trips a week traveling 200 or 300 hundred miles back and forth, and they wouldn't otherwise do it. They wouldn't drive; they

wouldn't fly, because it takes too much time, and the convenience of it is such that it really starts to reinforce the overall investment in the communities in the region and taking advantage of it.

Mr. COLAN. In addition, it also reduces demands on roads, on airways, reduces use of fuel, creates jobs both for construction and then operation. It just has a synergistic effect up and down the corridor.

Ms. KOPELOUSOS. I think I'll just add briefly, it really can begin changing first day. I mean, when you look at moving people and how efficiently you can do it on the rail corridor, you've got people commuting to different areas that they wouldn't necessarily commute to, so it opens up a lot of opportunities, economically and for just—for quality of life.

Ms. SOTORRIO. Well, I mentioned earlier, that 70 percent of the States arrivals from abroad, come through Miami International Airport, and having the high-speed rail system, that can connect those international visitors with major tourist attractions in Central Florida, I think will just be a tremendous economic boom, and of course, European visitors are very used to taking rails, so it really is a natural means.

Mr. CALVET. Well, as I mentioned before and I think others have said, not only jobs for the construction, but jobs to run the system, but I feel that we all will benefit, because people will then go all the way from the north and all the way from the south, bring them in, and I feel that because they have less time to travel, and what I mentioned on my remarks, you could do a lot of these things without actually in a car, and that's why the rail would be a tremendous benefit to the entire State of Florida.

Mr. TRUJILLO. Madam Chair, to us there's two—two parts of the benefit. Number one, of course, the obvious of being able to move people more efficiently, which by the way, would be a great benefit to our business community, which again their delivery times and everything else, particularly in the urban tri-county area takes a toll on them, and so every rider or every driver you take off the road will be a meaningful step.

The second part is jobs. Every investment that you make in addition to what Joe was talking about, six dollars, if you create jobs, good paying jobs, not only in the rail industry but also in ancillary industries, like building the buses, building the rail cars, the locomotives, you know, every step of the way from the moment that you are mining the ore or the steel and bringing those raw materials to bear, that is unquantitative in terms of good paying jobs that pay taxes into our economy.

Mr. DALE. Chairwoman Brown, as you know, the cruise industry has the highest customer satisfaction rating in the travel industry today, and we would view this as one more element in building upon the customer experience by being able to package more effectively with the entire State, so its jobs and increasing and improving customer satisfaction.

Ms. BROWN OF FLORIDA. I think Mr. Mica mentioned that if we're not going to hook up to the terminal, the cruise terminal, it would be a great mistake, and as we move forward, I mean, you all need to figure out how you all can be partners with us, working with the

state and Federal Government, because I mean, you have how many passengers just in the Miami/Orlando area?

Mr. DALE. Over 5 million in the state here.

Ms. BROWN OF FLORIDA. OK, so, I mean, that's a broad share, more than just cruise, which is very comprehensive, but they want to go to Disney, and they want to come down to South Beach or whatever, so it's wonderful.

All right, Mr. Shuster.

Mr. SHUSTER. It is wonderful.

Ms. BROWN OF FLORIDA. Economic development is great.

Mr. SHUSTER. Mr. Giulettili, one last question.

Mr. GIULETTI. Sure.

Mr. SHUSTER. I think in your testimony you talked about some of the challenges between passenger and freight rail implementing positive train control, and that it seems to be more and more expensive, and the benefits are less—less measurable—less measurable benefits of it. Can you talk about some of the specific challenges you're facing in trying to implement PTC before the end of 2000?

Mr. GIULETTI. I mentioned that from both the standpoint of being down here in this corridor, and also I'm the vice chair for Commuter and Intercity Rail, which includes the high-speed rail, so it's been an industry situation because what's happened is We've gotten a mandate that by 2015, we have to have positive train control.

First let me say, that from a transportation standpoint, the public sector dealing with passengers, we welcome positive train control. It is the right move. The issue for us has been that in the last two years, almost every system nationally has gone through what We've gone through here in Florida, and that's that We've had cut-backs in service, increases in fares.

We're trying to deal with the economy slowing down and the challenges that that presents, so it's not that they're in a situation that we're all put into trying to have by last Friday our documents in to go, and show how we're going to go and implement it, and the other end of it, is then how are we going to be able to fund it going forward, and it is truly a problem for every system out there.

We are currently trying to work both at the Congressional level for those systems that do have cap signals, which is a safety measure that possibly we can look at deferring some of those time frames, while we grow to go forward with the time frames that are necessary for systems like ours.

We operate with a freight carrier. That freight carrier does not have a cap signal system or positive train control system in right now. As this law mandates that they go and put it in, that's a tremendous advantage for us. So let me be clear that from the one-hand, want this desperately and the other hand, whatever can be done—and I mentioned this to Secretary Szabo and I had also mentioned it at the after conference to Secretary LaHood, and I've also met with Peter Rogoff on this, as well— anything that can be done on the public sector side to help us in the funding on this, would be greatly appreciated including, you know, I don't know how to say this, but loans that can be made available. It's easier on the freight side to be able to pay some of those loans back than it is on the public sector side, but at least give us some breathing

room to be able to try and go and do that. So anything that can be done along those lines would be a tremendous help to us.

Mr. SHUSTER. Well, and I think as I continue to talk to people around the country, this is a bigger and bigger issue, and it seems to me that we may want to push the date, down the road, because nobody is in a financial position to be able to spend that kind of money now, and hopefully, the economy turns around shortly and everybody is flush again with their cash.

Mr. GIULETTI. Madam Chair?

Ms. BROWN OF FLORIDA. Oh, yes, sir, yes, sir.

Mr. GIULETTI. I just want to say that I cannot go and make that statement. We've made the request, but I do know that Chairman Oberstar has a particular concern that if dates move back, then people have a way of adjusting to those dates. So that's why I'm saying, whatever can be done to try and help in terms of moving the thing forward, I do think that you are right—in the right court on this, because part of the issue right now is if forced to do it sooner rather than later, some of the new technology that's evolving that would allow wireless opportunities, could be further along and present a few more opportunities for everybody. So I welcome an opportunity to go and talk about that another time.

Mr. SHUSTER. The other side of that coin, is if you force businesses to spend money they don't have, what you end up doing is eliminating jobs, eliminating services. So it's a balance but that's my question.

Ms. BROWN OF FLORIDA. That ends your statement.

Mr. SHUSTER. Yes.

Ms. BROWN OF FLORIDA. Let me just say that in that area, we're going to work together in a bipartisan way. We want safety, but it's a balance, and we are willing to work to come up with how we're going to move forward, so it is the sensitivity of the entire Committee.

Let me make just one announcement.

At 5:30, I along with the Secretary of Transportation and the Florida Department of Transportation, will host right here in this room, a meeting with disadvantaged businesses, enterprises, and how they can participate in making sure that they are participating with the stimulus and also with how they can do the bids with the Federal Government and with the State of Florida. That's at 5:30 in this room.

And let me also thank the witnesses for their testimony and the Members for their questions.

Again, the Members of this Subcommittee may have additional questions for the witnesses, and we will be asking you to respond to those questions in writing, and the hearing record will be held for thirty days for those wishing to make additional statements or for further questions.

Unless there is further business, the Subcommittee is adjourned.

[Whereupon, the Subcommittee was adjourned.]



Statement of Ranking Member Bill Shuster
Miami Field Hearing:
Intermodal High-Speed Rail Connections
May 3, 2010

Thank you to the city of Miami for hosting us this afternoon, and thank you Chairwoman Brown for organizing this important field hearing. I'm Bill Shuster, Ranking Member for the Subcommittee on Railroads, Pipelines and Hazardous Materials.

High-speed rail is essential to our nation's transportation future, and our best hope for easing crowding on our congested highways and airspace. Today, this hearing is especially focused on intermodal connections. High-speed rail will not be successful if the systems empty passengers into giant parking lots with poor transportation links. We need to make sure the high-speed rail systems connect to a city's transportation assets, like metro systems, commuter rail, and airports.

This is an exciting time for the Railroad Subcommittee because the nation is finally moving ahead with high-speed rail. Eight billion dollars in high-speed and intercity passenger rail grants were awarded earlier this year, with \$2.5 billion more to come later this year. Florida is clearly one of the big winners, taking home \$1.25 billion for a high-speed system between Tampa and Orlando.

This project is exciting because it will probably be the only completely new rail system in the country in the short term, and I hope it becomes a model for other systems. Most of the “high-speed rail” awards made by the Department of Transportation will only slightly improve existing Amtrak services to speeds no faster than 110 mph. This is not really high-speed rail, and I think we may ultimately hurt efforts to create a true high-speed network by pursuing an incremental approach.

By running slightly faster trains over lines shared with freight traffic, we will lose needed freight capacity, and we will not capture the benefits of reduced congestion. When rail trip times barely equal the time it takes to drive from city to city, I worry that we may severely limit our potential ridership. Furthermore, by investing billions into freight track that can never support trains faster than 110 mph, those sunk costs can never be made available for investment in true high-speed systems. We really need to “think big” in high-speed rail, and I commend Florida for pursuing an ambitious project.

We are far behind the international curve on this technology. Our European friends have been at work for decades on a high speed rail network, Japan is working on a new high-speed train that will carry passengers at up to 310 miles per hour between Osaka and Tokyo, and China is spending nearly a trillion dollars upgrading its passenger rail system, including a \$300 billion investment in high-speed.

We cannot allow our nation's infrastructure to fall behind our rivals, or we will suffer economic consequences in the long term. Even with an \$8 billion down payment, our plans for high-speed rail in the United States are modest. I support the language in the highway bill authored by Chairman Oberstar and Ranking Member Mica that will authorize \$50 billion over 6 years for high-speed rail. But I don't think we have created a good model in this first round of grant awards. 76 of the 78 awards went to projects that will be operated by Amtrak, the nation's only intercity passenger rail provider. Amtrak has indicated they will compete for the operating contracts on the other 2 projects, including the one in Florida.

Amtrak has a growing appetite for federal subsidies, and has absorbed billions and billions of taxpayer money since its creation in 1971. We need Amtrak, but I believe we also need competition in passenger rail to keep these costs under control. Competition is a net good for everyone, including Amtrak, and will result in lower costs, better service, and will ultimately help Amtrak become a more efficient railroad. Thank you Madam Chairwoman and I yield back.

**TESTIMONY
Before**

**The United States House of Representatives
Committee on Transportation and Infrastructure's
Subcommittee on Railroads, Pipelines and Hazardous Materials**

Field Hearing on

"Intermodal High-Speed Rail Connections"

Presented By

**Cesar Calvet
Chairman
Greater Orlando Aviation Authority**

**One Airport Boulevard
Orlando, Florida 32827
407-825-2032**

May 3, 2010

Good morning Chairman Oberstar, Chairwoman Brown, Ranking Member Mica and Congressman Diaz-Balart. I am Cesar Calvet, Chairman of the Greater Orlando Aviation Authority. The Aviation Authority is responsible for the operation of both Orlando International and Orlando Executive Airports in Orlando, Florida. On behalf of the Authority and the over 18,000 employees that work at Orlando International Airport, I greatly appreciate the opportunity to address the Committee.

Let me begin by thanking you for your leadership in passing the American Recovery and Reinvestment Act of 2009. This legislation has meant that 5 projects, three of them airfield re-surfacing and two in-line Explosive Detection System projects will be completed at Orlando International Airport in the near future. Additionally, we would like to thank you for the passage of the exemption of Alternative Minimum Tax on airport Private Activity Bonds as part of the A-R-R-A. In our two most recent bond issues, the Airport Authority will save over 21 million dollars over the term of the bond issues. Again, thank you.

Serving nearly 34 million passengers in the 12 months ended in March of this year, Orlando International Airport is Florida's second busiest commercial service airport after our friends in Miami, and is ranked as the 13th busiest airport nationwide. With its four parallel runway system, the airport averages over 800 daily aircraft operations, that is over 300,000 take offs and landings annually.

OIA has scheduled service to 80 non-stop domestic destinations and 23 non-stop international destinations, and is ranked 3rd in the nation in terms of Origin and Destination passengers. Orlando International Airport would not be where it is today, had it not been for the work of visionaries who dreamed of an intermodal facility that would serve Central Florida, and now with the priority given to High Speed Rail, we in Florida have a unique opportunity to create a true intermodal transportation system in our State.

The Aviation Authority defined and reserved rail corridors in our master plans throughout the 1980's and 90's, including actually building elevated taxiway bridges in multiple locations with the idea of accommodating future rail systems.

And now with both commuter rail and high speed rail becoming a reality, the Central Florida region and the state will benefit from connectivity never available before.

The Central Florida region worked with the Tampa Bay region as well as the Miami region, the State of Florida and the Federal Government in order to make this project a reality, and we are very grateful to those who have worked tirelessly to contribute to this project. In particular, Congressman Mica and Congresswoman Brown have been tireless advocates for over a decade in Central Florida.

At Orlando International Airport, the proposed rail facility will have the ability to co-locate four rail systems at a single station. Of course, none of this will be built overnight. It will be a project that will be built in phases, depending on available funding and demand. These rail systems include: High Speed Rail, commuter rail, or Sunrail as it has become known in Florida, light rail, and an airport people mover system. This means a traveler could arrive at Orlando International Airport on an airplane and travel to downtown Orlando, or to Tampa or Miami without ever setting foot in a car, and do so in a fast, efficient and safe way. Additionally, this project will create jobs throughout the state, not only during construction, but as part of the operating system.

We will continue to work with our partners in the local, state and federal governments in order to build a station in Orlando that will serve the needs of the community in the short term as well as into the future.

I would like to thank the members of this Committee and the Department of Transportation for their visionary decisions; years from now we will look at hearings such as today's and realize that a new way of interconnected and intermodal travel was being developed in front of our eyes.

Mr. Chairman, in closing I would be remiss if I did not take this opportunity to urge members of this Committee and Congress for passage of a multi-year FAA

Reauthorization Bill. A multi-year bill that contains a PFC increase and opposes the proposed Aircraft Rescue and Fire Fighting standards would greatly benefit the nation's aviation system. By way of example, if the proposed standards were become law, Orlando International Airport would required at a minimum, to construct and staff one additional fire station. Additionally, the airport has nearly a billion dollars in construction projects in its Capital Improvement Plan that would create much needed jobs, and benefit Florida's economy as a whole if this bill were to become law.

Mr. Chairman, this concludes my remarks. I would be happy to answer any questions.

Orlando International Airport

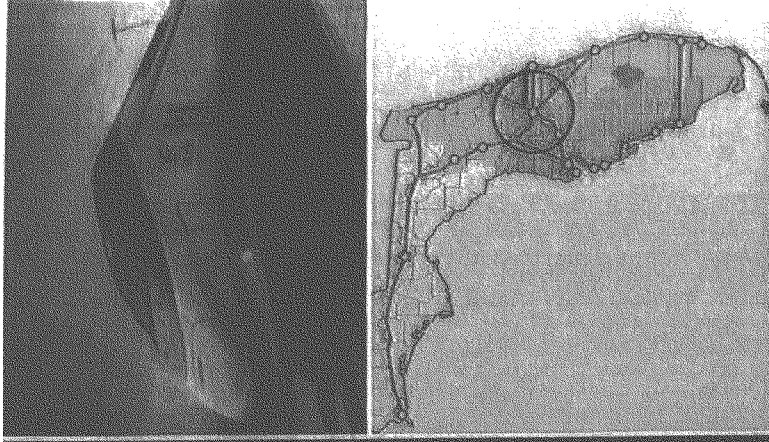
HIGH SPEED RAIL STATUS UPDATE & STATION CONCEPT OVERVIEW

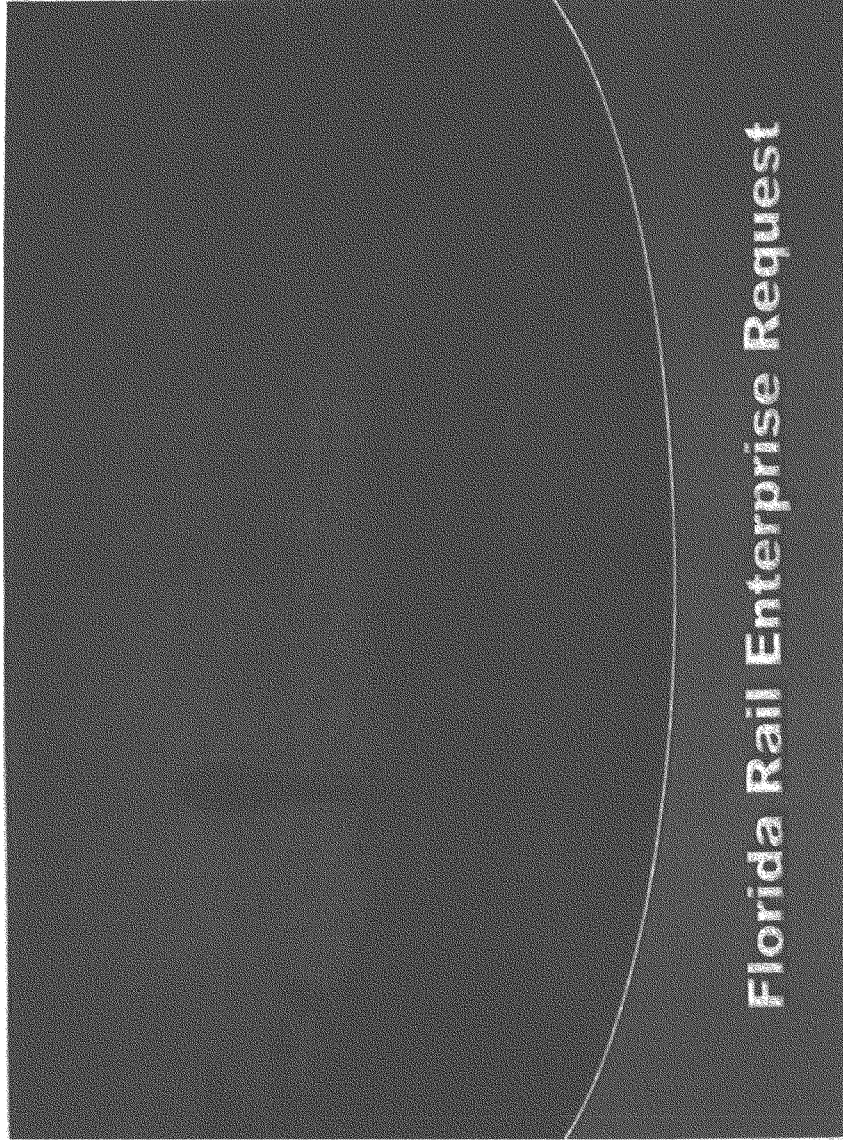


GREATER ORLANDO AVIATION AUTHORITY

AGENDA

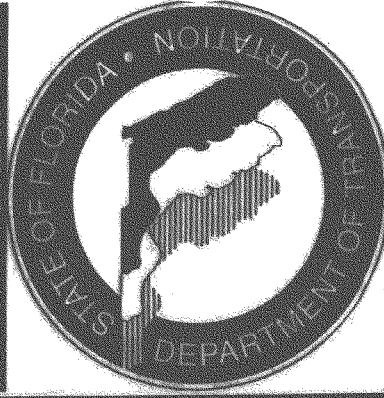
- Florida Rail Enterprise Request
- Florida Rail History
- Planned Rail Transit
- Multi-Modal Transit History
- Recommended High Speed Rail Terminal Location
- Recommendations
- Questions

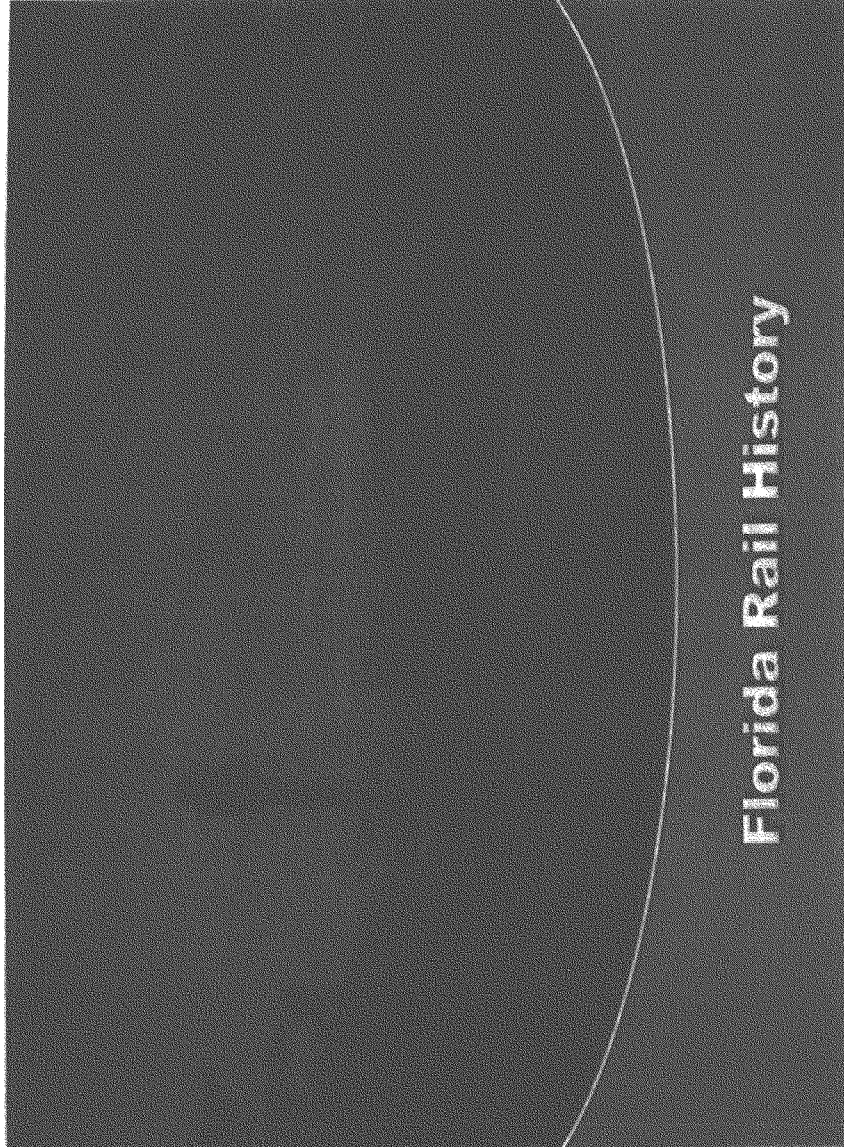




Florida Rail Enterprise Request

- Preferred High Speed Rail Station Location at Orlando International Airport
- GOAA's Expectations for the Orlando International Airport Station Scope Responsibilities with FDOT
- Preferred High Speed Rail Maintenance Facility Location



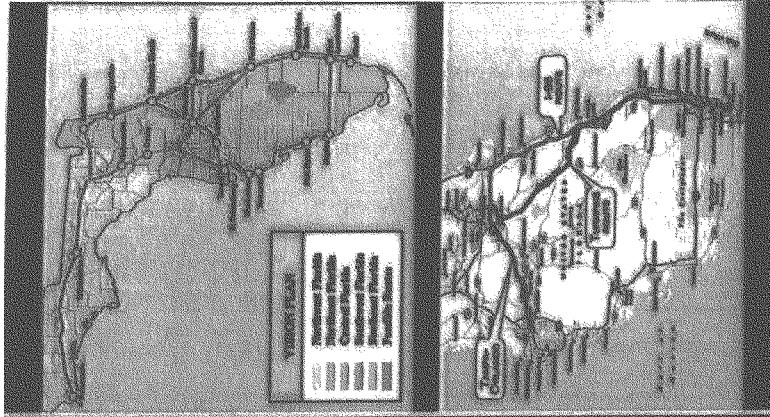


History of Florida & Central Florida High Speed Rail

- Florida High Speed Rail Study – 1982
- Florida High Speed Rail Commission – 1984 to 1991
- Environmental Impact Statement for the Tampa/Orlando segment completed – 2007
- The American Recovery and Reinvestment Act designates funding for the development of a high-speed intercity passenger rail system – 2009
- Florida applies for Federal funding to build Tampa/Orlando Line and plan the Orlando/Miami Line – 2009
- The Florida State House and Senate pass legislation to fund rail in Florida – 2009
- The Florida Department of Transportation awarded \$1.25 billion from the Federal Railroad Administration – 2010

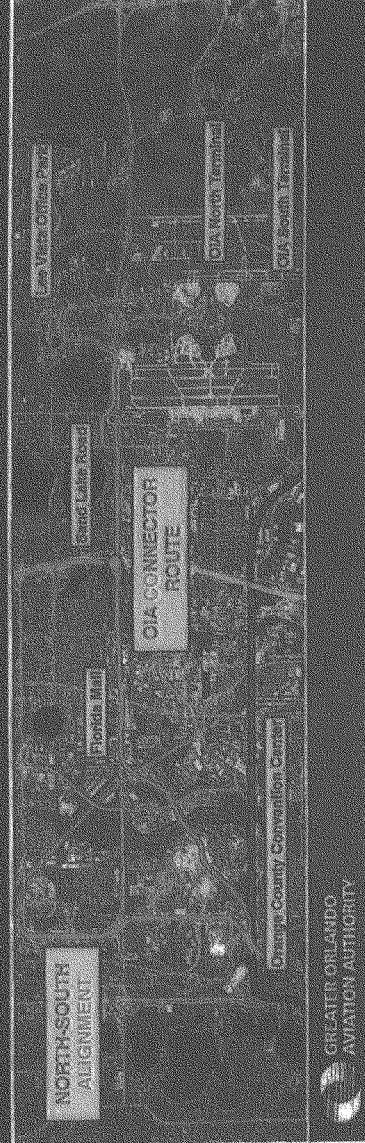


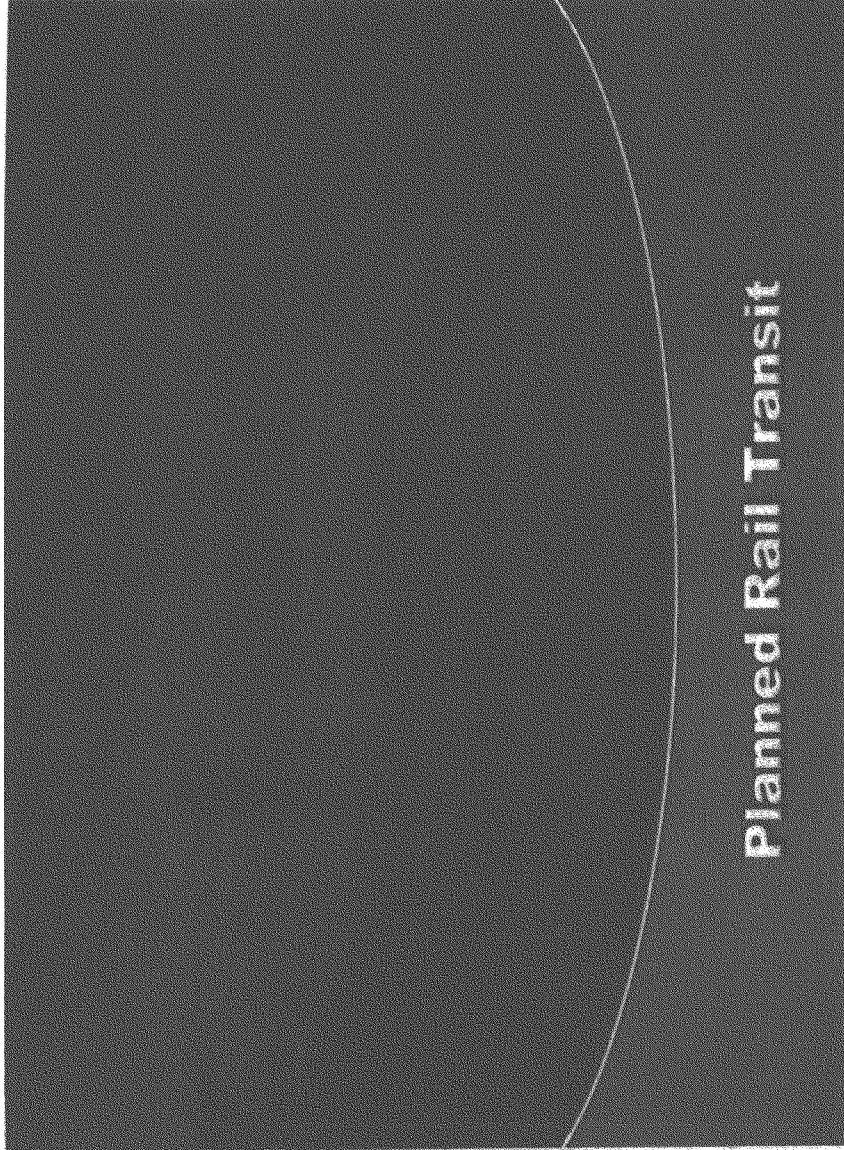
GREATER ORLANDO
AVIATION AUTHORITY



History of Central Florida Light Rail

- LYNX “Regional Systems Plan” identifies the regional I-4 corridor for high capacity transit and the corridor to Orlando International Airport for premium transit service – 1994
- FDOT Final Alternative Analysis Report recommends the Sand Lake Road to International Drive as the preferred “Airport Corridor” alignment - 2005



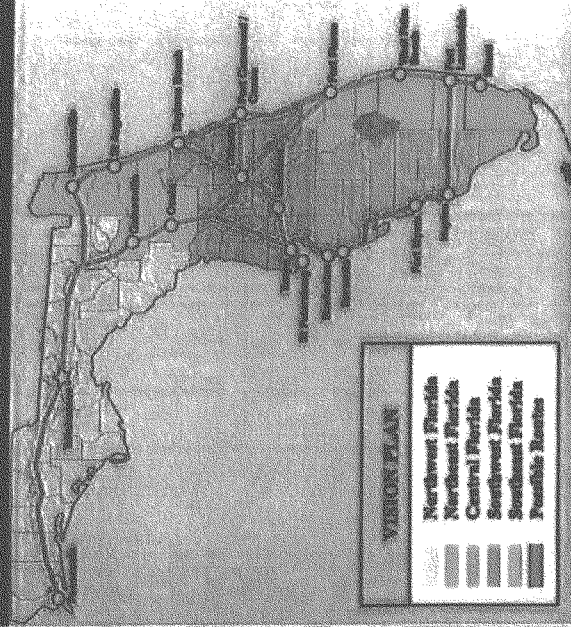


Rail Routes through

State of Florida

- The Florida High Speed Rail Authority's long-term Vision Plan calls for a statewide high speed rail system to reduce traffic congestion and provide alternatives to the traveling public
- The system would closely parallel existing highways and connect Florida communities, cities, airports and seaports throughout five major regions of the state
- Tampa to Orlando Phase I Operational - 2015

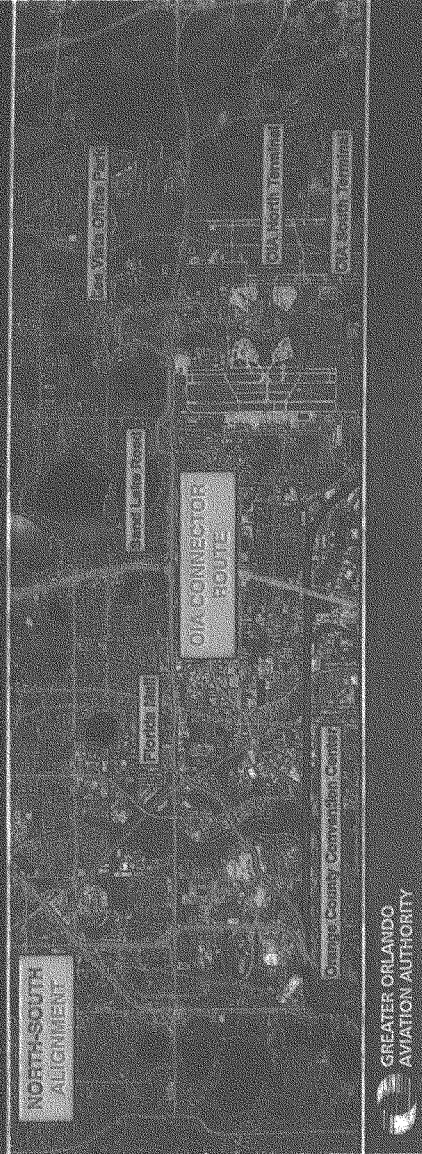
2001 Florida High Speed Rail Vision Plan



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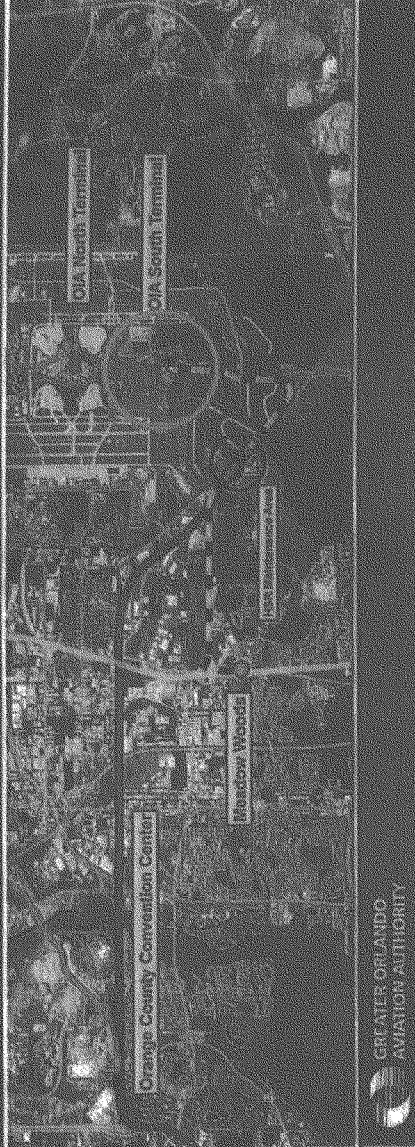
Light Rail - Central Florida

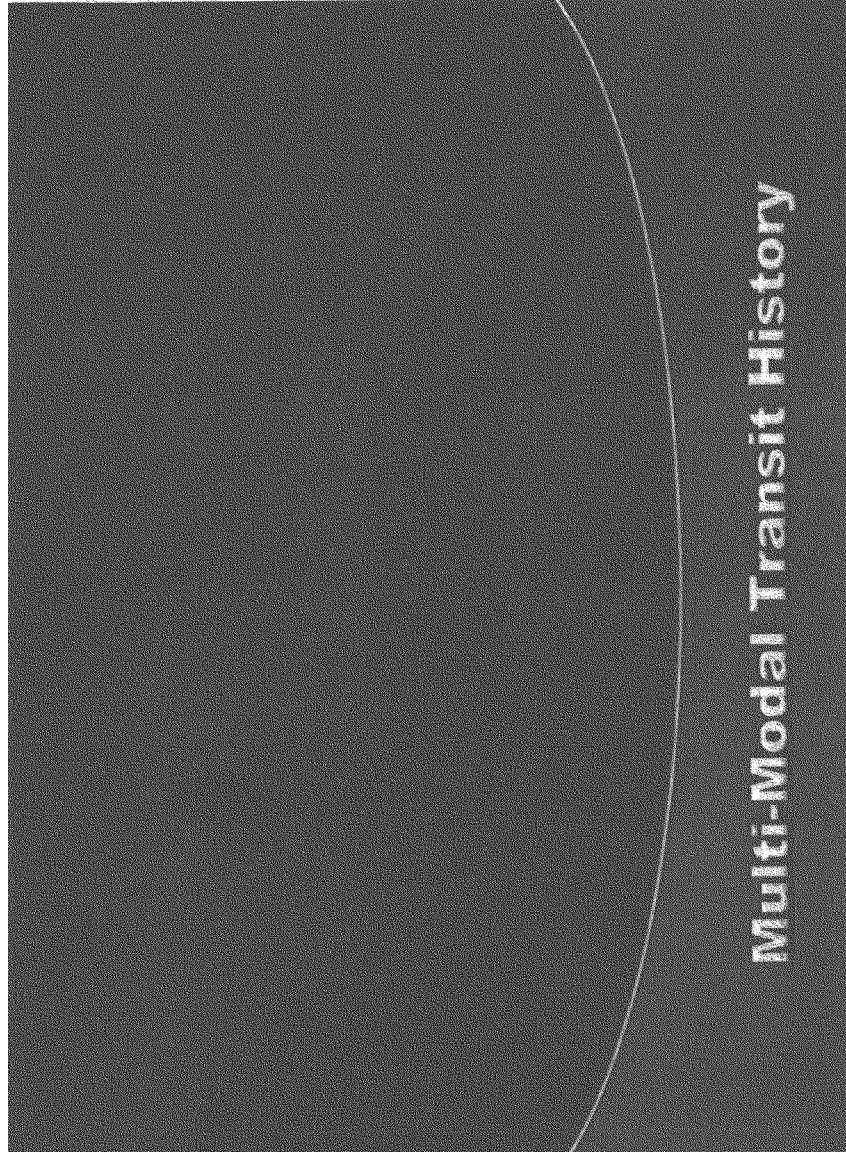
- The 22 mile **North-South Light Rail Alignment** would extend from **Altamonte Springs** and end near the **Orange County Convention Center at SeaWorld Orlando**
- The 15.2 mile **OIA Connector Route** with 13 stations, connects **Orlando International Airport** to **International Drive** and the planned **Canadian Court Intermodal Center** where it would connect with the **North-South Light Rail Alignment**



SunRail – Central Florida

- Potential Linkage to Orlando International Airport and High Speed Rail utilizing the existing rail corridor to the Orlando Utilities Commission's Stanton Power Plant.
- The existing rail corridor can accommodate additional future rail lines within the 120 foot rail Right-of-Way.





Executive Director's Working Group on

Rail Transportation

▪ Participants

- Tom Chandler – General Consultant
- Marcos Marchant – General Legal Counsel
- Dykes Eversett – Real Estate Consultant
- Rob Branchant – GOAA Planning
- Jim Rose – GOAA Commercial Properties

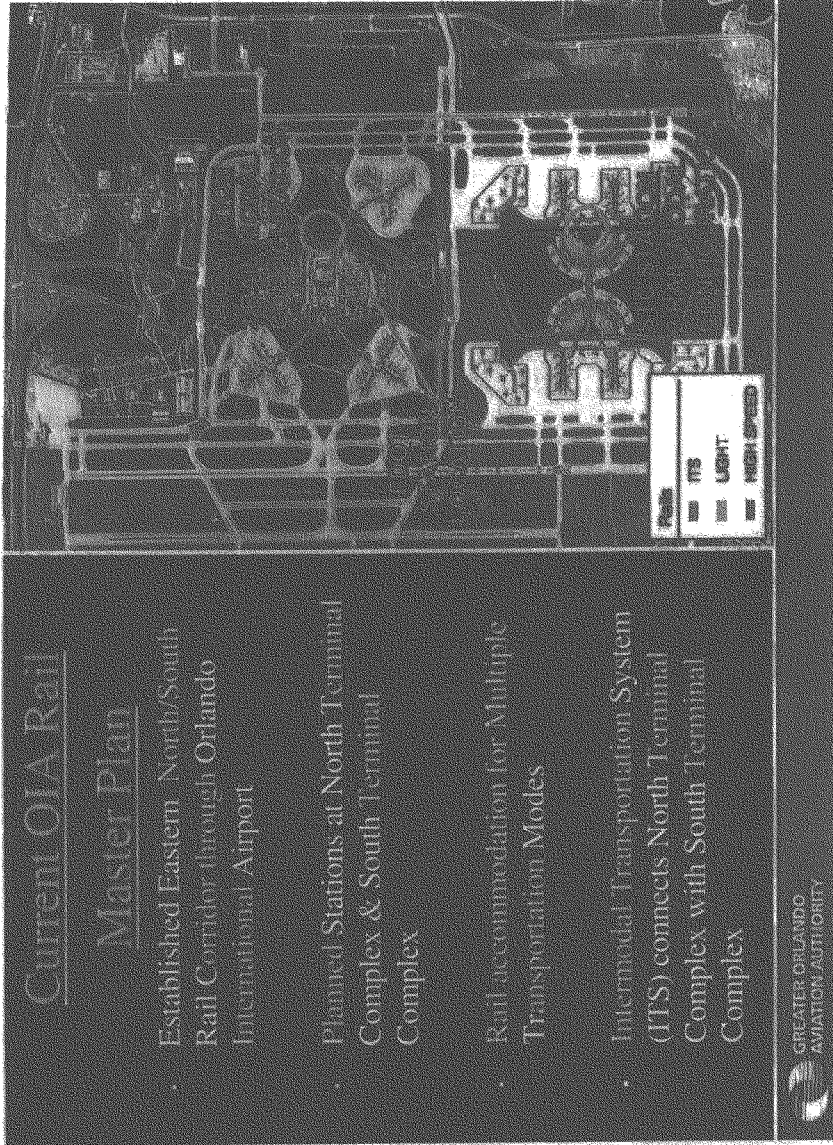
▪ Goal

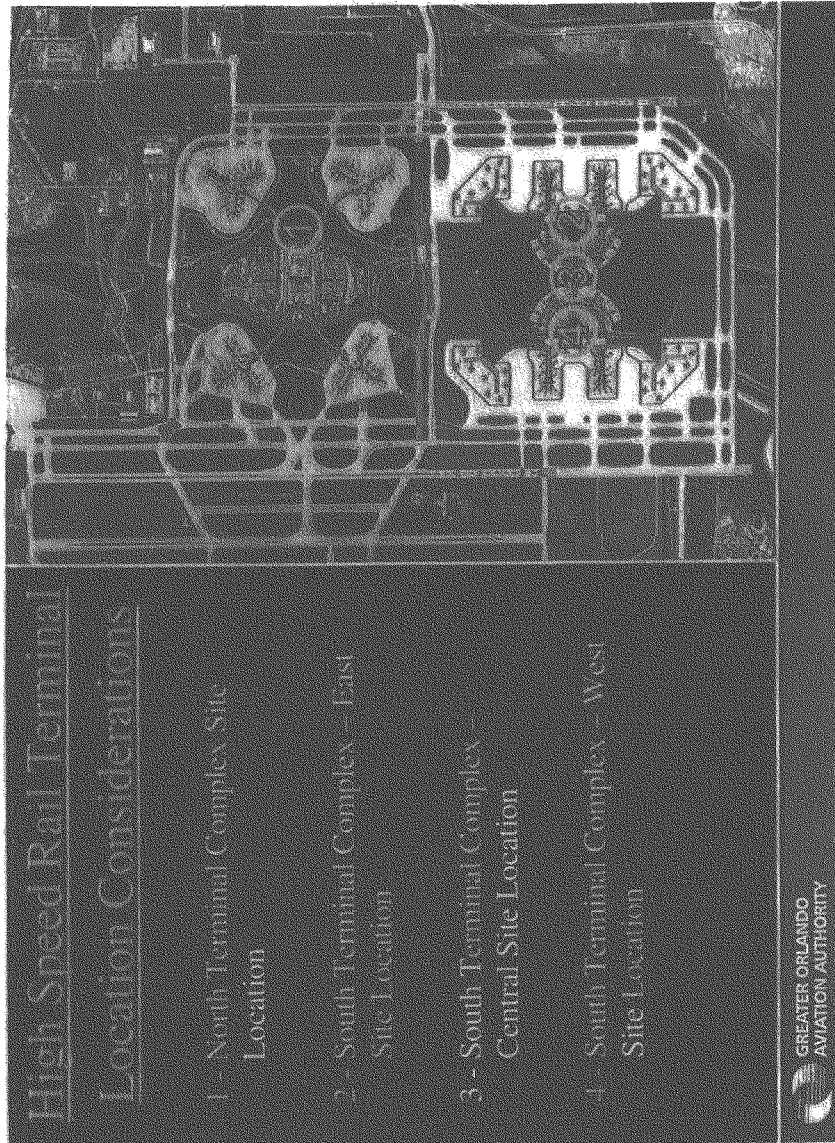
Identify the recommended Multi-Modal Rail Station location for Orlando International Airport



Objectives

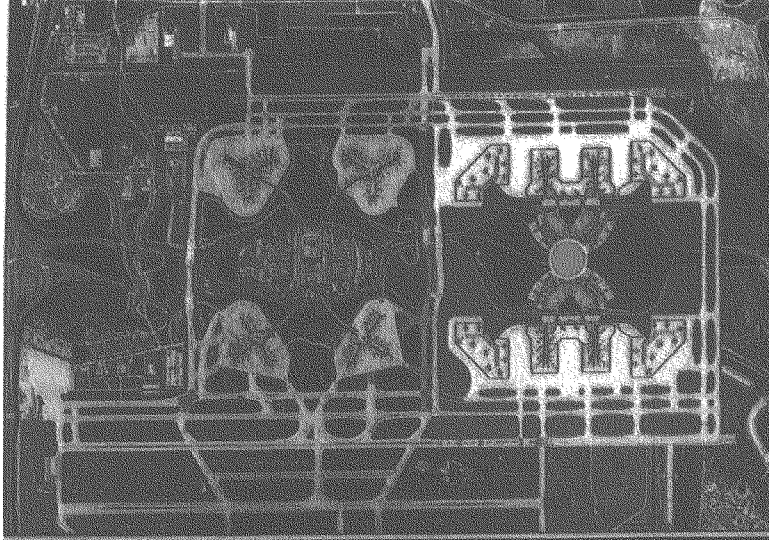
- Advance the Greater Orlando Aviation Authority's position as the global, state and regional transportation center of the future
- Maximize the potential long term transportation options for future Orlando International Airport growth
- Provide interconnectivity to multi modes of transportation within the regions current and future transportation system





Station Recommendation

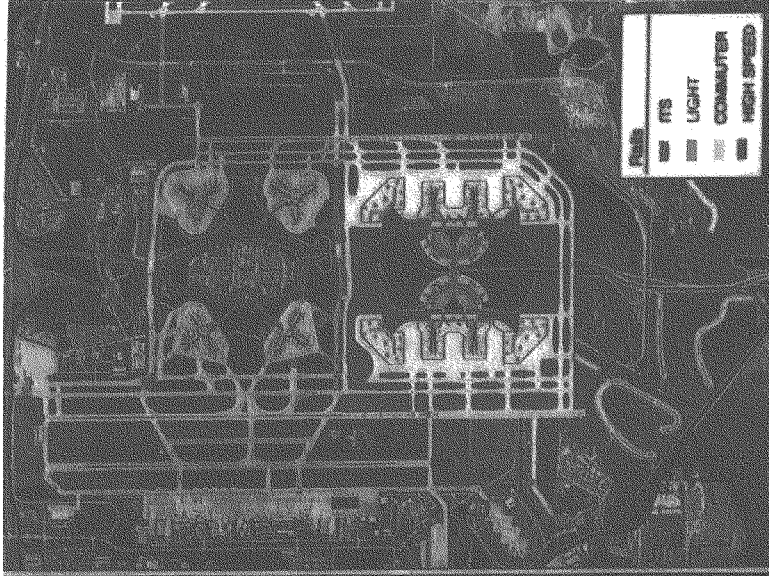
- Ability to co-locate 4 Rail Systems at a single station on ONE Level
- Central Location between the future Terminals C and D offers Transit Modal Connectivity
- Direct access to the North Terminal Complex
- Provides for the development of a "Great Hall" and the opportunity to extend the "Orlando Experience"

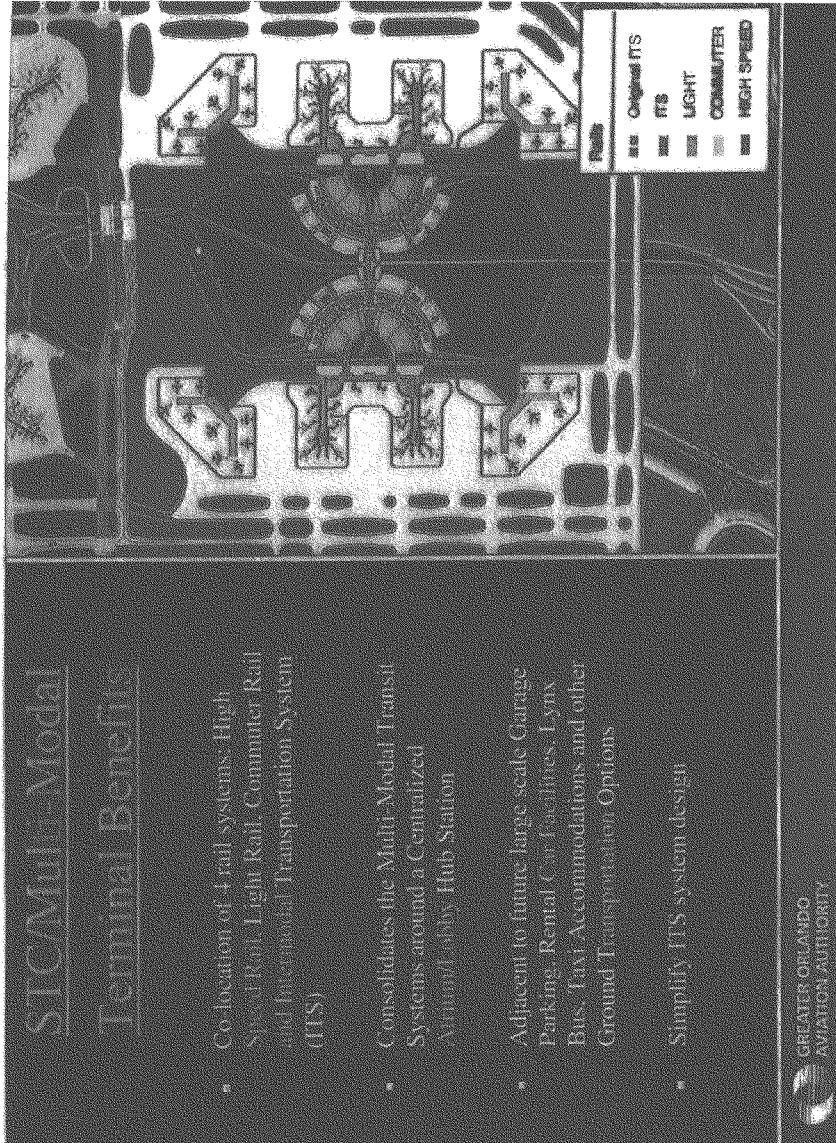


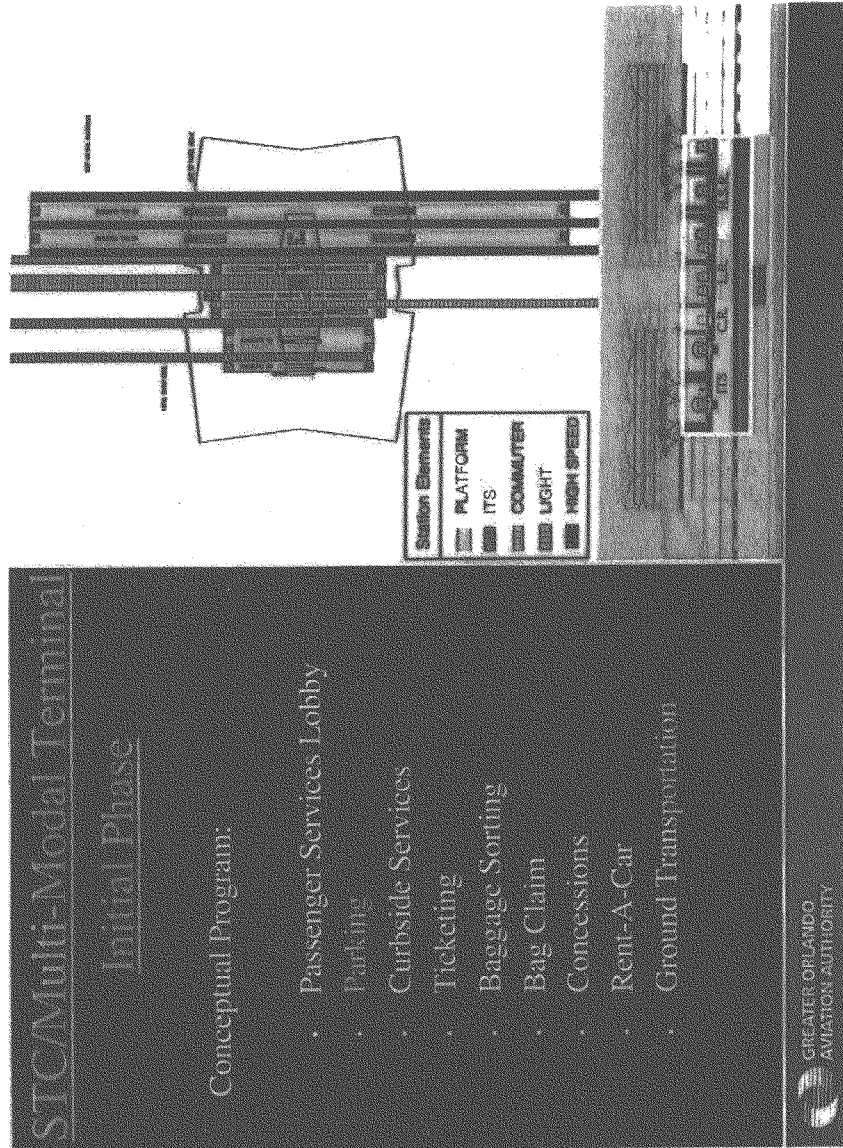
STC/Multi-Modal

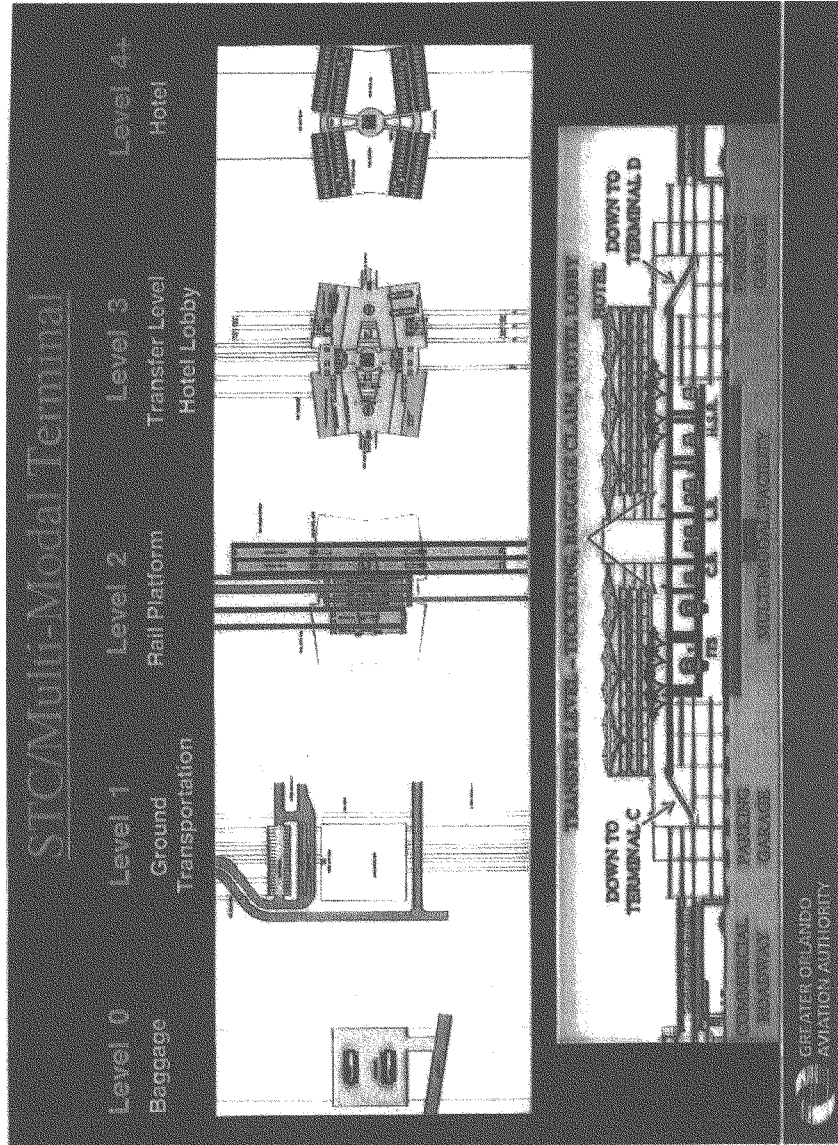
Terminal Benefits

- Interconnectivity to multi modes of transportation
- Creates a "Seamless Travel Experience" across all Modes of Travel
- Provides the North Terminal Complex capacity relief as an intermodal transportation center initially





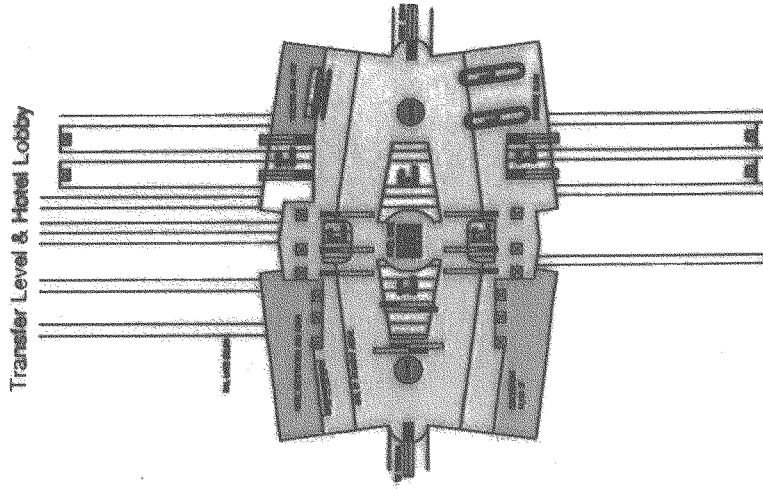




STC/Multi-Modal Terminal

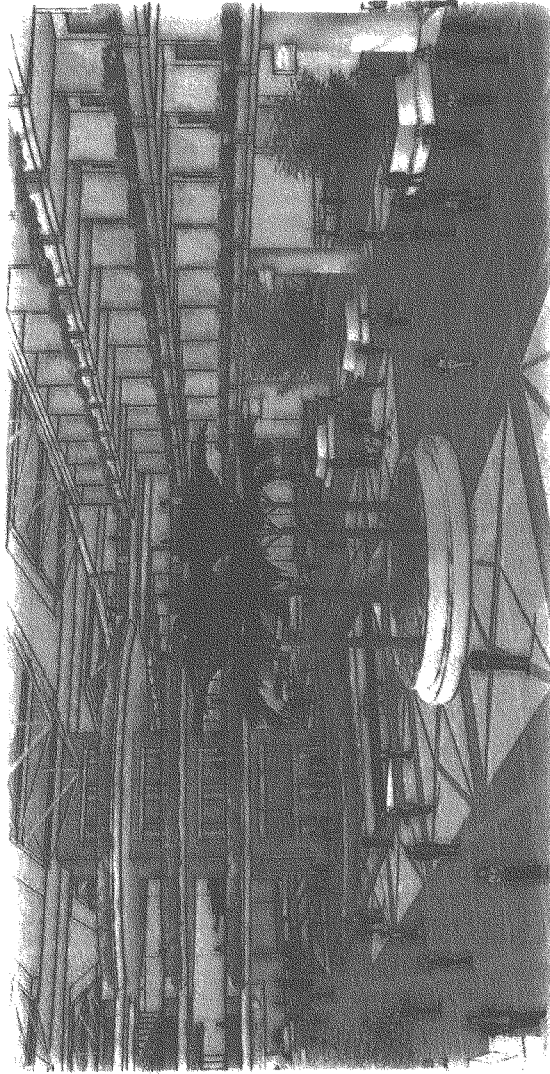
Level 3 – Transfer Level and Hotel Lobby

- Truly the feature of the future South Terminal design
- The ability to develop the “Great Hall” as an extension of seamless travel and the Orlando Experience
- Direct connectivity to air and ground transportation
- Incorporates passenger convenience with food and beverage and retail concessions



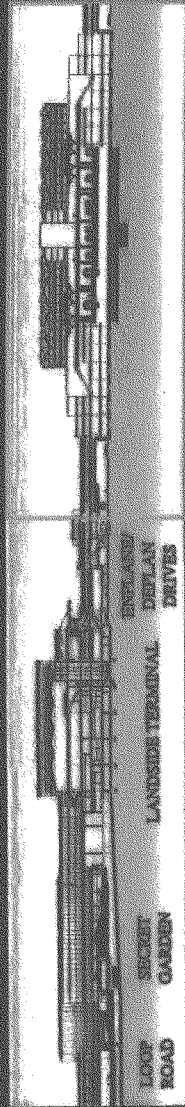
STC/Multi-Modal Terminal

Interior Concept

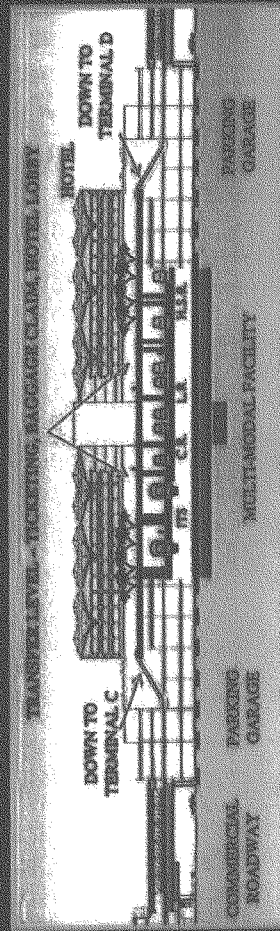


STC/Multi-Modal Terminal

Section through South Terminal Complex

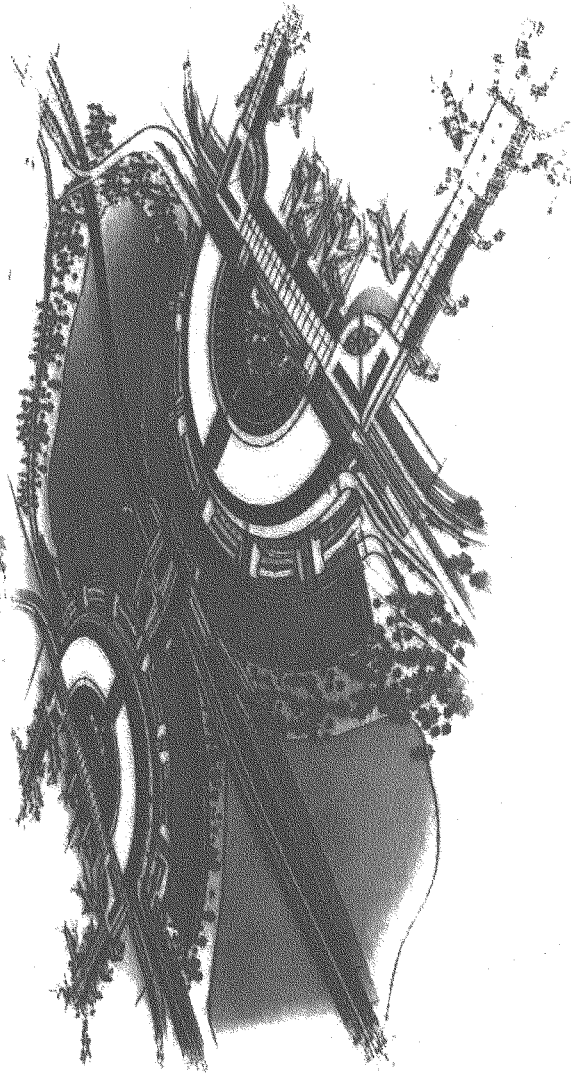


Enlarged Section of Multi-Modal Terminal



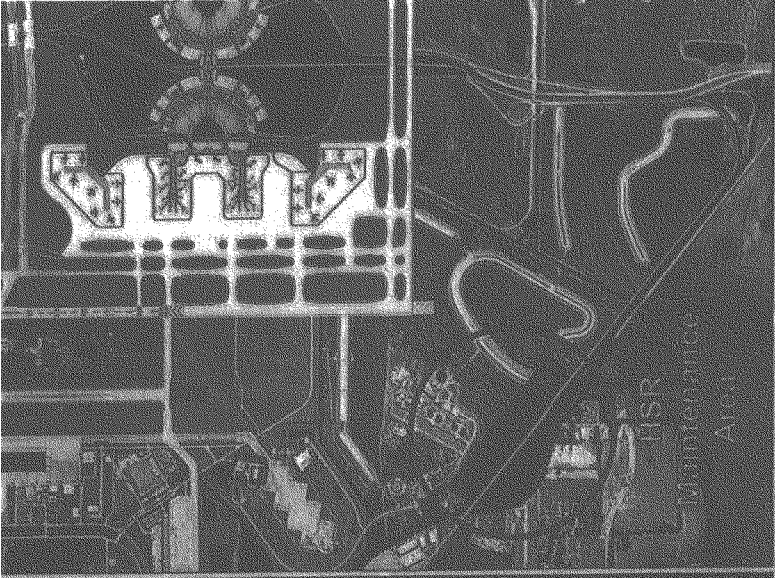
STC/Multi-Modal Terminal

Exterior Concept




High Speed Rail Maintenance Facility Recommendation

- Adjacent to proposed Rail Corridor
- Easy access to regional road network
- Area zoned for industrial uses
- Available infrastructure for site development
- 47 ± Acres



HSR Maintenance Area



GREATER ORLANDO
AVIATION AUTHORITY

Testimony of Bruce Jay Colan, Chairman, Greater Miami Chamber of Commerce
before the U.S. House of Representatives Committee on Transportation and
Infrastructure's Subcommittee on Railroads, Pipelines, and Hazardous Materials
on "Intermodal High-Speed Rail Connections"

May 3, 2010

Good afternoon Chairman Oberstar, Chairwoman Brown and members of the
House Transportation and Infrastructure Committee.

I am Bruce Jay Colan, 701 Brickell Avenue, Suite 3000, Miami, Florida - (305)
789-7774. I am a partner in the Miami office of the Holland & Knight law firm. I
am here today in my capacity as Chairman of the Greater Miami Chamber of
Commerce, an association of businesses and professions representing more
than 400,000 employees, organized to create and sustain economic progress in
Miami-Dade County.

For more than a century, the Chamber has been widely recognized and
respected for its extraordinary record of economic development and community
improvement. To carry out its mission, the Chamber serves as the voice of
business enterprise and involves the private sector in community leadership.
Among other things, the Chamber acts as the convening forum to address major
public and private sector issues concerning the Greater Miami community. The
Chamber program of work is organized in five areas: Advocacy, Domestic
Business Development, International Business Development, Leadership

Programs and Marketing Member Services. The Chamber is nationally recognized as one of the top ten executive speaking forums in the United States.

On behalf of the Chamber and our Members, welcome to Miami. Thank you for the opportunity to appear before you.

I am pleased to be here today to strongly affirm the Miami business community's support for a national high speed rail network. We are particularly enthusiastic about the prospect for high speed rail in Florida. We believe that high speed rail built in conjunction with a multimodal transportation system is essential to sustain and grow our economic base as the trade and tourism center of the Americas.

High speed rail is the future of intrastate and interstate transportation in the United States. This is true here as it is elsewhere in the world. High speed rail has become increasingly common in Western Europe and parts of Asia. And, even Russia is beginning construction of its first high speed rail line. We believe it is important for the competitiveness and economic and technical development of our country that the United States moves forward as rapidly as possible with the design and construction of a high speed rail network.

For the record, the two designated high speed rail corridors in Florida are between Tampa and Orlando and between Orlando and Miami with the goal of thereafter connecting to Jacksonville and the rest of the nation. We believe that

as much as possible, without causing delay, the Tampa to Miami route should be designed, planned, built and operated as one system.

Florida's disparate business communities have set aside their competitive differences and joined together in recognition of our common interest in high speed rail. In June 2009, the Greater Miami Chamber joined together with the Central Florida and Tampa Bay Partnerships to support the State's applications to the U.S. Department of Transportation for \$2.53 billion of the \$8 billion for high speed rail appropriated by Congress in the Stimulus Bill for the current fiscal year.

Ridership studies for Florida's high speed rail system support the fact that it is the Orlando-Miami leg which makes the Tampa-Orlando leg and the Florida system as a whole economically feasible. Although it would have been natural for the Chamber and all of us in South Florida to have sought most, if not all, of the \$2.53 billion go for the Orlando-Miami leg, the fact is that the Tampa-Orlando leg was well advanced and the Orlando-Miami leg was not. Prior to 2009, the PD&E-Planning Design & Engineering work and the final engineering work for the Tampa-Orlando leg had been completed and the majority of the right-of-way for that leg acquired, while nothing had been done on the Orlando-Miami leg. The Tampa-Orlando leg was as "ready to build", indeed, more "ready to build", than any other high speed rail corridor in the United States. Accordingly,

Florida's applications, as supported by the Chamber, were for \$2.5 billion to build the Orlando-Tampa leg and \$30 million for the PD&E for the Orlando-Miami leg.

The statewide efforts to bring high speed rail to Florida have been a great story of business and government commitment to the future. On July 22, 2009 I, together with several other Chamber representatives including the Chairman of the Miami-Dade County Commission, met with Secretary LaHood in support of Florida's applications for the \$2.53 billion. Secretary LaHood brought us up short when he asked, "What about Florida's lack of support for rail?" The Secretary's question was right on point because at that point the Florida Legislature had not resolved issues of policy and funding for Tri-Rail, the South Florida commuter rail line and the proposed creation of Sun Rail, a commuter line between Orlando and Lakeland.

As a result of the Secretary's comments, over the next four and one-half months the Chamber worked together with the Central Florida and Tampa Bay Partnerships and others in Florida to garner the support of the Florida Cabinet and individual State Legislators for high speed rail. Among other things, we met again with Secretary LaHood and with Chairwoman Brown, Congressman Mica and two more of your colleagues and others in Orlando in October and had an additional meeting with Chairwoman Brown. This statewide effort culminated in the December Special Session of the Florida Legislature which provided support for Tri-Rail and approved Sun Rail.

This was followed by the President's announcement in his State of the Union address and again the next day in Tampa of the award of \$1.25 billion for the Tampa-Orlando leg.

Notwithstanding the critics of proceeding first with the Tampa-Orlando leg, because the Tampa-Orlando leg is "ready to build" it can and should be the first operational high speed rail segment in the United States. When joined by an operational Orlando-Miami segment with its substantial additional revenue, the complete Florida high speed rail system will be self-sustaining and a model for the country for not only high speed rail, but also intermodal connectivity. Indeed, the "MIC", the Miami Intermodal Center now under construction, will be the Miami terminus of the Orlando-Miami high speed rail leg. At the MIC, high speed rail passengers will have the choice, among others, of (a) taking an automated people mover to Miami International Airport, (b) transferring to Tri-Rail or an inter-city bus to access the population centers of Broward and Palm Beach Counties, (c) transferring to Metro-Rail, (d) renting a car or (e) taking a taxi.

At present, Florida has a 12.3% unemployment rate, the highest rate in its history. At least three public economic studies have been completed in the last decade on the benefits and costs of building the Tampa-Orlando-Miami high speed rail system. New high speed rail-related job estimates ranged from a low of 5,380 to a high of 41,267 depending upon time frame and methodology used.

The mid-range is that about 10,000 new jobs would be created in the Tampa-Orlando corridor and an additional 15,000 new jobs in the Orlando-Miami corridor.

Subsequent to the award of the initial \$1.25 billion for the Tampa-Orlando leg, the funding of which is subject to the state hitting certain benchmarks, the Florida Department of Transportation (FDOT) announced that it will proceed with a Design-Build-Operate-Maintain-Finance approach for what is estimated to be, in total, a \$2.5 billion project. It is our understanding that the Obama administration is prepared to provide additional monies for this leg and that those funds will be up to, but not more than, 80% of the total project cost. There is an expectation of private sector funding for the balance. However, based on conversations with various civil works firms, rail car manufacturers, systems providers and financing partners, it may well be that simply pledging farebox receipts will not be enough to secure material amounts of private financing. Instead, industry and financial entities with an interest in high speed rail have made it clear that state or other guarantees will be required to secure a material portion of the funding needed over and above the total governmental commitment. As the Orlando-Miami leg has materially higher ridership projections which will provide significantly more revenue and make the Florida high speed rail system profitable, the private sector would like some assurance that the Orlando-Miami leg will go forward as soon as possible and that the winning bidder for the Tampa-Orlando leg will have the right of first refusal or

other preference for the Orlando-Miami leg. We suggest, however, that the Tampa-Miami route should be developed conceptually as one system.

As to the Orlando-Miami leg, although FDOT has announced that a contractor has been selected to perform the preliminary design and engineering work, that selection is contingent upon funding of the \$30 million cost, whether by FDOT or by USDOT. To date, although there have been various discussions, neither FDOT nor USDOT have made any firm commitments. Until we get past this situation and meaningful government commitments are made towards the funding of the Orlando-Miami leg, commitments which allay concerns about the prospects for the construction of the Orlando-Miami leg being delayed indefinitely, it may be difficult to obtain favorable bids for the Tampa-Orlando leg.

We must overcome these impediments. Because the Tampa-Orlando leg is ready to build and the initial funding allocated, the entire Florida high speed rail system can be the first system in the United States to be completed and as a result become the high speed rail template for the country.

The development of high speed rail in our country is a once-in-a-generation leadership opportunity to bring the United States up to speed with Europe and Asia. Aggressively moving forward today with high speed rail will bring thousands of new jobs to Florida and our country. **Just as construction of the interstate highway system helped transform Florida and our country over**

the past 50 years, high speed rail can be the engine that drives transformative economic growth for generations to come.

Prior to the Stimulus Bill's impetus for high speed rail, the United States was not focused on and had no experience with high speed rail. The main focus of the Federal Rail Administration had been on rail safety and the main focus of FDOT had been on highways and ports. Now, under new leadership, both organizations are bringing in new personnel and redirecting others to work on the creation of a modern high speed rail system. It is up to Congress, the Administration and the State of Florida to work together to overcome the delays that could inherently be caused by the refocusing of these agencies.

We want to thank you Chairwoman Brown and each member of the Committee for your enthusiastic support for high speed rail, particularly high speed rail in Florida. The Greater Miami Chamber of Commerce pledges to you that we, together with our sister business organizations in Miami-Dade, Broward and Palm Beach Counties, as well as in the Tampa Bay and Central Florida areas and at the State level, will work on a continuing basis to support the development of the entire Florida high speed rail system.

Thank you for allowing us this opportunity to present our support for an integrated multimodal high speed rail system in Florida.



STATEMENT OF

TERRY DALE

**PRESIDENT AND CEO
CRUISE LINES INTERNATIONAL ASSOCIATION
910 SE 17TH STREET, 4TH FLOOR
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(754) 224-2200**

ON

INTERMODAL HIGH-SPEED RAIL CONNECTIONS

BEFORE THE

U.S. HOUSE OF REPRESENTATIVES

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

**SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS
MATERIALS**

ON

MAY 3, 2010

Good morning. Thank you for holding this important hearing and inviting me to testify today.

I am Terry Dale, President and Chief Executive Officer of the Cruise Lines International Association, known in the industry as "CLIA." Our offices are in Fort Lauderdale, Florida. CLIA is North America's largest cruise industry organization and represents the vast majority of cruise lines embarking passengers in the United States. With a membership of 25 cruise lines and 16,000 affiliated travel agencies, CLIA is the voice of the cruise industry in the United States.

Florida is the cruise capital of the world. In 2008, 5.1 million passengers embarked on cruises in Florida. Four of the nation's top ten busiest cruise ports are here in Florida, including the top three (Miami, Port Everglades, and Port Canaveral). Tampa is ranked number eight. The cruise industry directly spent \$6.3 billion in Florida in 2008, generating 128,910 jobs paying \$5.5 billion in wages. The economic benefits of the cruise industry, however, do not end at the water's edge. Passenger data show that 38 percent of embarking passengers stay one or more nights before or after a cruise. These passengers each spend an average of \$257 per visit to Florida and stay an average of 1.1 nights

CLIA believes that High Speed Rail would promote economic development and sustain and grow tourism. Few places in the world give visitors simultaneous access to many top theme parks, multiple world-class beaches, and big city culture all within 120 miles. With High Speed Rail, visitors would easily be able to enjoy a vacation in a central Florida theme park and an international cruise – all on one trip to Florida. A fast and efficient train ride will benefit not only Floridians but also visitors to the state from across the country.

High Speed Rail would improve mobility between Florida's major seaports and tourism centers. It would provide increased transportation options and capacity. Travelers will save time, money, and energy while traveling on a safer and greener transportation mode. In addition to congestion relief, air quality improvements and an increase in travel efficiency, High Speed Rail will also create jobs – both short-term and long-term.

Madame Chairwoman, we applaud your efforts on this very important endeavor and thank you for inviting the Cruise Lines International Association to testify today.

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STATEMENT

OF

**DREW GALLOWAY
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BEFORE THE

**SUBCOMMITTEE ON RAILROADS, PIPELINES, AND
HAZARDOUS MATERIALS**

OF THE

**HOUSE COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE**

**MONDAY, MAY 3, 2010
2:00 P.M.**

**MIAMI-DADE COLLEGE
CHAPMAN ROOM (ROOM 3210)
300 NE 2ND AVENUE
MIAMI, FL 33132**

Good morning, Madam Chair and Chairman Oberstar, and thank you for the opportunity to testify on the role of intermodal connections in Florida's planned high-speed rail line. As America's intercity passenger rail provider and the operator of North America's only current high-speed rail network, the Northeast Corridor, we believe that intermodal connectivity and, for that matter, "intra-modal" connectivity between different types of passenger rail will be essential to the success of any high-speed or intercity rail project.

The success we have enjoyed on the Northeast Corridor offers some important lessons that we believe apply to corridors elsewhere in the country. The first lesson, and the most important, is that no railroad is an island – while Amtrak is in the business of running a railroad, our viability depends on connectivity. We have learned that passengers think of their trip not in terms of getting on the train, but in terms of the steps and transfers they will have to make in the course of their journey: They have a purpose – say, a Washington resident has a meeting in Philadelphia – and to fulfill that purpose, they might, for example, walk to the nearest Washington Metro, take the metro train to Washington Union Station, get on an *Acela*, take the train to Philadelphia, get off, walk across 30th Street Station to the local transit line, SEPTA, take SEPTA downtown, and then walk a block or two (or perhaps take a bus) to their ultimate destination.

People decide to forego the airport or leave their car behind when they're confident that they can make the whole trip quickly and conveniently. In designing or operating a high speed or conventional intercity rail service, the desire to provide this convenience must be foremost in our minds. Through partnership with other transportation providers, we must ensure travelers

have access to rail stations and connectivity to their final destinations. If we don't do this, we could conceivably wind up with a railroad that runs well, that's fast and time-competitive from station to station, but that drops people off miles from their ultimate destination, without any means of bridging the gap.

We can see a real life example of an intermodal success today in our Northeast Corridor (NEC). Demographically speaking, there are some similarities between the initial Orlando-Tampa route and the southern end of the NEC between Washington and Philadelphia. If you examine this segment as a distinct operation, it is only slightly longer than the Orlando-Tampa line (135 miles versus 84 miles), and it offers 135 mph *Acela Express* service on an hourly schedule for much of the day.

The U.S. Department of Transportation recently studied the NEC and found that the NEC states and our successful California corridors offer some of the highest levels of intermodal connectivity in America – over 80% of stations offer at least one connection to another transportation mode. All of the stations in Delaware, Maryland, New Jersey, and Rhode Island offer intermodal connections, as do 10 of 12 stations in Connecticut and 10 of 11 stations in Massachusetts – while Penn Station in New York is one of the best-connected stations in America. The NEC also connects directly to major metropolitan airports at BWI in Maryland and Newark, New Jersey.

These strong intermodal connections have helped to make rail competitive with the airlines, our principal competition in the Northeast. Amtrak virtually owns the air-rail market on

the DC-Philadelphia leg of the corridor, enjoying an 88% market share, while all of the airlines put together have only 12% of the market. This connectivity has also helped make our 104 mile Keystone Corridor to Harrisburg competitive. The 110 mph service we have offered since 2006 now carries more passengers on that route than all of the airlines put together. In fact, we are the majority carrier in all of the major markets in the NEC -- Washington to New York is 63%, and New York to Boston is 50%. This shows that if we can provide passengers with efficient and effective connectivity from their places of origin and to their places of final destination, we can make intercity rail services competitive with airline service.

In the case of the Tampa-Orlando line, which will compete principally with the automobile, the requirement for connectivity becomes even more important, since riders will need to be given a convenient way to access stations without having to drive. It is therefore of the utmost importance that plans for the Tampa-Orlando link, and ultimately the extension to Miami, take into account the need for connectivity that matches various types of local transit connections to projected levels of high-speed rail ridership. Equally important in developing Florida's proposed high-speed line is the need to integrate it with the region's existing passenger rail services, which can support a new high-speed system by connecting passengers, expanding catchment areas and providing network benefits. The role that Amtrak can play in helping Florida develop its high-speed network is particularly important in this regard, and our dual-role as national network provider and high-speed operator gives us a unique perspective on how to integrate the various types of passenger services.

Amtrak is obviously interested in this project, for a number of reasons, not least because we are excited about the traffic-generating possibilities of a high-speed connection in Orlando, which could be fed by several existing and proposed Amtrak services. We have supported the state of Florida's efforts to pursue a High Speed Intercity Passenger Rail (HSIPR) grant for development of service on the Florida East Coast (FEC) Railway, in partnership with the FEC management. This would allow us to offer a whole new range of services to communities on the East Coast that are not currently served by Amtrak and would allow us to access the new Miami Intermodal Center, which we helped to plan and one day hope to serve.

We are excited about opportunities for the integration of our services with any proposed high speed, intercity, or transit program, and we think we can bring some unique attributes to a partnership – not only our longstanding experience in the planning and operation of passenger rail, but our access rights, national reservation system, eminent domain powers, and infrastructure and stations. Amtrak is investing more than \$50 million in Recovery Act money in Florida, much of it aimed at modernizing maintenance facilities and stations. This is an exciting time to be in passenger rail, and we are very grateful for your efforts on behalf of Amtrak and intercity passenger rail more generally.

Amtrak has just completed the highest first half and first quarter for ridership in its history. Ridership is up across our system, and we are seeing a surge of business. Ridership on our Auto Train, which provides a unique intermodal connection between the DC Metro area and Florida, is up about 8.6%. Connectivity and intermodality are big parts of the story. This is a great backdrop for the discussion we're having here today, and we are excited about the

prospects for cooperation and intermodal development as we move forward in partnership with the state of Florida to develop both conventional intercity service and the planned high-speed service.

Testimony of

Joseph J. Giulietti

Executive Director

South Florida Regional Transportation Authority

House Committee on Transportation & Infrastructure,

Subcommittee on Railroads, Pipelines, and Hazardous Materials

“Intermodal High-Speed Rail Connections”

May 3, 2010

Good morning Madam Chair Brown, Ranking Member Shuster and members of the Transportation and Infrastructure Committee's Subcommittee on Railroads, Pipelines and Hazardous Materials. On behalf of the South Florida Regional Transportation Authority, I appreciate the opportunity to share my thoughts with you on issues relating to connectivity of modes with High-Speed Rail.

The topic of this hearing is timely. The SFRTA and the state of Florida have significant experience over the past 20 years operating passenger rail service through our agency and in concert with Amtrak and I believe there are some important lessons that can be gleaned from our experiences that may help guide federal policy and planning as it relates to the introduction of High-Speed Rail and also for the reauthorization of the highway and transit programs.

Before delivering my testimony, allow me to very briefly describe the agency I serve. The SFRTA is the only commuter rail agency in Florida, soon to be joined by new service initiated in Orlando, and one of the largest of the new commuter rail agencies created during the past 25 years. We are responsible for transportation planning, coordination, design, construction and operation of commuter rail services for the 5.5 million residents of Dade, Broward and Palm Beach Counties. We also have strategic partnerships with the Florida Department of Transportation and other area transit providers that supports an extensive rapid rail, commuter rail and bus network. The SFRTA service territory covers over 75 miles of rail lines. We carry 13,000 riders daily, with estimates for future ridership growth exceeding 3 percent annually.

Prior to highlighting a number of important considerations for achieving seamless intermodal transfers for high-speed rail, as well as key intermodal facilities that will be needed, in addition to recent projects, let me address the current state of transportation financing in South Florida, how this has impacted SFRTA during the past year and what the future holds.

With support from the South Florida Congressional delegation, the Florida legislature approved the allocation of state gas tax revenues totaling \$13 million to \$15 million annually for the SFRTA. This dedicated source of funding will ensure that we can implement and maintain a minimum of 50 trains per day.

With respect to the future, SFRTA will still need to find funding to address the \$500 million in near-term capital needs for Tri-Rail and the \$10 billion we have identified as a region to build the necessary elements of an efficient transit system in the tri-county area. This figure of course does not include the investment necessary to build a high-speed network in this region or elsewhere in the state.

The President's and Congress' ambitious plan to build a network of high-speed rail corridors could have a transformative effect on transportation in this country, which we have not witnessed since the birth of the Interstate System. If implemented as envisioned, millions of jobs will be created and our economy will be revitalized and mobility will be improved for millions of Americans.

I am pleased that the subcommittee has decided to explore in this hearing the important intermodal connections that will be necessary to incorporate the high-speed rail service with existing and emerging regional high-speed corridor services, and upgraded service on conventional intercity and commuter rail. In addition, our inner city transit service, both bus and rail, will have to be integrated with new high speed rail services, to ensure passengers have a seamless experience. We cannot ignore these significant investments when we discuss the costs and plans for high-speed rail.

Tri-Rail's high number of multi-modal connections is one of our system's greatest strengths and is critical to its success. Tri-Rail is a viable option for those travelling to and from South Florida due to connections with the region's three international airports (Miami International Airport "MIA", Fort Lauderdale Airport "FLL", and Palm Beach International Airport "PBI"), Amtrak (available at five Tri-Rail stations), and Greyhound bus services (available at two Tri-Rail stations). Tri-Rail is also connected to the

region's downtowns and major employment centers via Miami-Dade Transit's Metrorail system and numerous bus connections.

To give you a sense of these bus options, at Tri-Rail's 18 stations passengers are currently able to transfer to 21 Miami-Dade Transit bus routes, 20 Broward County Transit bus routes, 22 Palm Tran bus routes, 12 SFRTA-operated shuttles, and seven city-operated shuttles. We are excited that this connectivity will further improve when the Miami Intermodal Center (MIC), currently under construction adjacent to the Miami International Airport, is completed. The MIC will include a new Miami Central Station, which will directly connect Tri-Rail and Amtrak with a new extension of Miami's Metrorail system and a new airport people mover system.

As a result, Miami-Dade County is planning to restructure its bus system with the MIC being a central hub. It is also important to note that the MIC has also been planned as the southern terminus for Florida's high-speed rail network. Having high-speed rail service into this facility, with numerous connections and transportation options, is a recipe for success. We are also very excited about what the MIC will do to enhance Tri-Rail ridership. The MIC is part of the reason why Tri-Rail ridership is projected to increase 35% over the next ten years.

The state of Florida was extremely pleased and grateful for the award of \$1.25 billion in federal assistance to help launch the high-speed rail service connecting Tampa, Orlando and Miami. This state, and South Florida in particular, have one of the highest rates of unemployment in the nation. Investing in high-speed rail will create jobs and boost productivity, reduce our country's dependence on foreign oil, mitigate traffic on some of the most congested highways in the nation, improve connectivity and provide people with more travel choices.

The economic benefit of high-speed rail exceeds the cost by factors ranging from 1.34 to 3 times. Total economic benefits of building high-speed rail in Florida are estimated to be anywhere from \$39.2 billion to \$51.5 billion in nominal dollars. As far as jobs, a conservative estimate is that 10,000 new jobs would be created in the Tampa-Orlando corridor and 15,000 in the Orlando-Miami corridor. These are jobs that this state and the region desperately needs.

There are also two important issues that will affect South Florida in the near term and cannot be ignored as a part of the plan to introduce high-speed rail service. The first deals with the development of the Florida East Coast Railway (FEC) corridor, and the second is the mandate for Positive Train Control.

SFRTA is very excited about recent efforts to bring passenger rail back to the FEC corridor. A strong coalition has worked hard to make new Amtrak service on the FEC between Jacksonville and South Florida a high priority. This new Amtrak service would be another example of offering multi-modal connections, as there would be multiple opportunities for Amtrak passengers to transfer to and from Tri-Rail.

The FEC runs through many of South Florida's downtowns and historic population centers and has been eyed for many years as a key potential solution to our region's mobility challenges. Local passenger rail service on the FEC is currently being studied and I am happy to report that our region's transportation partners are nearing consensus on passenger rail concepts that would interconnect the FEC with existing Tri-Rail service at multiple locations. This would be another example of strong multi-modal links, as the FEC would provide connections with the region's multiple east-west light rail and streetcar projects being planned, approximately 100 existing bus routes, and South Florida's three seaports. It is also important to note that FEC Railway ownership is supportive of both the Amtrak and local passenger service plans. We see this as a critical step in the evolution of South Florida's transportation system.

Another important major capital demand facing the state and SFRTA - the federal mandate to implement Positive Train Control – presents us with many challenges that the Congress must address. While SFRTA and the commuter rail industry remains

committed to achieving the mandate of having PTC operational on their lines by December 31, 2015, we believe that Congress must provide both funding and statutory assistance to ensure this goal can be completed by the required deadline.

As you know, earlier this month all Class I Freight and Commuter Railroads were required to submit their implementation plans to the Federal Railroad Administration. It is my understanding that many of the submissions provided by the commuter railroads indicate the plans are predicated on being able to secure necessary sources of funding. We at the SFRTA are also in this position, as we learned just eight days prior to the deadline for plan submissions that CSX, our freight rail partner on our corridor, was not going to submit a plan covering our corridor. While we have submitted our implementation plan, the funding source remains an open question for us as well.

Absent a long-term surface transportation authorization bill with significant federal assistance targeted for this purpose, and/or significant new state and local revenue sources, the funding outlook is tenuous. In order to ensure the commuter railroads are successful in their commitment to deploy PTC by the deadline, we urge Congress to significantly increase the Railroad Safety Technology Grants authorization level and to at least fully appropriate funding authorized for Fiscal Year 2011.

It is also important to note that there is currently a limited pool of qualified suppliers and systems integrators, and many of these firms will be committed to other PTC and high-speed rail projects receiving federal funding. Additional time will likely be necessary to allow commuter railroads to test and implement newer technology and to encourage additional qualified vendors to enter the market.

Let me be absolutely clear on this point Madam Chair. We fully support positive train control. We applaud Congress for taking this action. We share with our partner commuter agencies the fact that we are all in very tough economic times and we need help with financing this initiative and we look to our partners in Washington to assist us with satisfying this important mandate.

Let me add, that the manner in which Congress elects to treat rail investments nationwide through the upcoming legislation to reauthorize the highway and transit programs, will certainly have a dramatic impact on how well we achieve the goals we all have for faster and safer rail passenger service.

As many of you know, the recent study published by the Federal Transit Administration outlines the importance of achieving and maintaining a "state of good repair" for all rail systems nationwide and that the current rail modernization program under SAFETEA-LU does not and will not help to achieve SOGR for Tri-Rail or most other commuter railroads.

Even though we are a new system just 20 years of age, we began by investing as economically as possible in used equipment to start us off. We have had tremendous federal support to upgrade our track infrastructure and to begin purchasing new locomotives and cars and we are trying to modernize fare collection and new maintenance facilities that can handle the much-needed expansion of service.

I believe the National Infrastructure Investment Finance Fund, as outlined by the President in his Fiscal Year 2011 Budget holds the promise of leveraging local dollars to help build large projects now. If the NIIF (pronounced "KNIFE") can offer flexible loan repayment at US Treasury rates and guarantees, along with credit enhancements and commitments for financing— we can use this financing to advance the construction timetable for many projects related to rail.

I also believe that the Build America Bonds program can be modified to become more transit-specific. By setting aside a portion of Build America Bonds for massive transit projects such as FEC or PTC implementation, it would allow these projects to proceed and would encourage economic growth and get Americans back to work in a significant way.

Madam Chair Brown, Ranking Member Shuster and members of the Subcommittee, thank you for the opportunity to testify before you today. I hope that my remarks have provided additional points for you to consider in the coming months as you ponder the challenges we all face in transportation. I am proud of the work we do here in South Florida moving our customers in a safe and efficient manner. I would welcome answering any questions you or your colleagues may have regarding my testimony.



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

STEPHANIE KOPELOUSOS
SECRETARY

**STATEMENT OF
THE HONORABLE STEPHANIE KOPELOUSOS
SECRETARY
FLORIDA DEPARTMENT OF TRANSPORTATION**

**BEFORE THE
SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS
MATERIALS**

**HEARING ON
INTERMODAL HIGH-SPEED RAIL CONNECTIONS**

MAY 3, 2010

Chairwoman Brown, Chairman Oberstar, Ranking Member Shuster and Members of the Subcommittee, thank you for coming to Miami and for inviting me to appear before you today. Welcome to the great State of Florida.

My name is Stephanie Kopelousos and I serve as Secretary of the Florida Department of Transportation (FDOT). It is my pleasure to talk about our plans to expand our passenger rail service in Florida and discuss the important issues of intermodal connections to high speed rail.

Florida, like most other states, faces increasing congestion on our highways, especially in our urban areas. To maintain economic competitiveness and quality of life in our state we must invest in transportation facilities that keep people and goods moving efficiently.

The interstates are, and will continue to be, the workhorse of Florida's transportation network. While the original vision for the interstate system may be complete, we must continue to make significant investment in the system to maintain it and add critical capacity.

At the same time we continue to invest in our roads, we need to build a fully integrated multimodal system that allows people and freight to move efficiently and seamlessly between modes. The key words are *integrated* and *seamless*. For example, high speed rail trips do not

start at your doorstep and end at your destination, so whether it's by car, transit, commuter rail, airplane, boat, ship or rental car, that intermodal connection will define the success of our intermodal system.

Florida's Vision for Rail and the 2009 Florida Passenger Rail Act

The following excerpt from the 2009 *Florida Rail System Plan* depicts Florida's vision for rail:

"It is the year 2030. Florida's residents, visitors, and businesses enjoy improved quality of life, increased economic opportunities and competitiveness, smart growth in and around urban centers, and greater environmental sustainability. Rail is contributing significantly to all of these by providing safe, and increasingly seamless, interconnected passenger and freight mobility throughout the state, its regions and in many cases its communities, as well as efficient connections to national and international markets. It does this through thoughtful investment strategies, effective public/private and public/public partnerships, and full integration with other modes of transportation."

This is an exciting time for passenger rail in Florida. The level of investment and activity in passenger rail in our State is unprecedented and the level of support is broad based.

Florida's vision for passenger rail was put on the fast track when Governor Charlie Crist called a special legislative session last year and the Florida Legislature passed the 2009 Florida Passenger Rail Act. The law passed by large, bi-partisan majorities and was signed into law by Governor Crist on December 16, 2009.

The Act created Florida Rail Enterprise (FRE) within FDOT to oversee the development and operation of state-owned passenger rail systems, including high speed rail. The FRE is modeled after the Florida Turnpike Authority. The act also established the Statewide Passenger Rail Commission to serve in an advisory capacity to FDOT and the Florida Legislature concerning passenger rail issues. It dedicated \$60 million annually to the Florida Rail Enterprise beginning July 1, 2014. It also provided an additional \$13 million to \$15 million annually from transportation revenues to the South Florida Regional Transportation Authority to fund the operations of Tri-Rail and authorized the FDOT to fund up to 100 percent of the operating costs of future state-owned passenger rail systems for a period not to exceed seven years. Lastly, it established the framework for the allocation and assumption of risks associated with state-owned passenger rail corridors, and authorized FDOT to purchase insurance and establish a self-retention fund to insure against liability risks associated with state-owned passenger rail corridors.

Chairwoman Brown and Congressman Mica were extremely influential in getting this legislation passed and I want to thank them again publicly for their tremendous support.

The Florida Passenger Rail Act was enacted in December and in late January the State was awarded \$1.25 billion to begin construction of the High Speed Rail corridor from Tampa to Orlando. These two events jump-started Florida's efforts to maintain and expand passenger rail in Florida.

Commuter Rail

Commuter rail is an essential component of Florida's passenger rail vision.

The Tri-Rail system here in South Florida was our first venture into commuter rail. Tri-Rail is a regional rail system running approximately 72 miles through Palm Beach, Broward, and Miami-Dade counties. Tri-Rail service started in 1989 as an alternative transportation option during the widening of Interstate 95. The project was expanded in 2006 through a Full Funding Grant Agreement with the Federal Transit Administration to double track most of the corridor and increase service to 50 trains per day.

Today, we are moving forward with the SunRail project in Central Florida which I know is very important to both Chairwoman Brown and Congressman Mica. We expect our Full Funding Grant Agreement to be finalized with the Federal Transit Administration soon and will begin construction in January 2011. The first segment should be operating by early 2013.

In the Tampa Bay area, FDOT is supporting the rail corridor evaluations by the Tampa Bay Area Regional Transportation Authority (TBARTA) on the regional level, including potential connections between St. Petersburg, Clearwater and Tampa. The FEC corridor in South Florida is being explored for additional commuter service with a potential connection to the Tri-Rail line and Jacksonville is also in the planning stages for the development of commuter rail.

Intercity Passenger Rail -- Amtrak

Amtrak operates three distinct services in Florida, the Auto Train, Silver Meteor and Silver Star, covering 24 stations over lines owned by CSX Transportation and FDOT's South Florida Rail Corridor. The expansion and restoration of Amtrak intercity passenger service in Florida is a critical part of Florida passenger rail vision. And candidly, we believe Florida is integral to Amtrak's national vision.

As you may know, Amtrak trains currently provide daily service between New York and Miami with the Florida route running through Central Florida via the CSX corridor. We recently submitted an application for funding through the American Recovery and Reinvestment Act (ARRA) to restore service between Jacksonville and Miami along the FEC Corridor and the "Northwood Connection" which is the rail connection between the FEC corridor and the South Florida Rail Corridor (SFRC) in West Palm Beach. This connection would allow trains to shift between the FEC and SFRC which would permit the Tri Rail service extension to Jupiter and facilitate Amtrak service between Jacksonville and Miami via FEC and the SFRC

Amtrak has in the past actively pursued the FEC corridor service project with the state starting back in the late 1990s and is considered by Amtrak a great addition to their national passenger rail system.

While the Amtrak/FEC application was not awarded funding, we are developing the necessary information, mainly environmental documentation, to make this project competitive for future application opportunities. We will continue to work with the FRA and Amtrak on this project.

As you may also know, due to partial destruction of the CSX railroad caused by Hurricane Katrina in 2005, Amtrak discontinued operations of the Sunset Limited service between New Orleans and Florida. The CSX damaged rails have since been repaired and freight rail traffic is again utilizing this line, however, Amtrak has been reluctant to resume this service.

The Passenger Rail Investment and Improvement Act (PRIIA) required Amtrak to assess the potential resumption of the Sunset Limited service to Florida and to submit a report to Congress in regards to this matter. Amtrak prepared and submitted this report last summer. Some of the alternatives presented by Amtrak in the report include the following:

- provide new daily service from Chicago to Orlando via New Orleans, Mobile, Pensacola and Jacksonville;
- resume the Sunset Limited service (three trains per week); and
- provide new stand alone daily service from New Orleans to Orlando.

We look forward to Amtrak moving forward with one of these options and to having Amtrak service between New Orleans and Florida reestablished in the near future.

High Speed Rail

The enactment of the Florida Passenger Rail Act sent a clear signal that Florida is committed to passenger rail. This assurance was essential in securing the \$1.25 billion ARRA grant to begin implementation the Orlando-Tampa segment of the Miami-Orlando-Tampa High Speed Rail Corridor.

As you may know, this corridor was designated as a high speed rail corridor in 1991 and is included in the current "Vision for High Speed Rail in America" plan. Since the designation in 1991, Florida has created a high speed rail envelope in the median of the I-4 corridor valued at approximately \$600 million to accommodate a high speed rail system linking the cities of Orlando, Lakeland and Tampa. A part of this investment has been made in purchasing additional right of way and raising and widening bridge overpasses to accommodate High Speed Rail.

Florida also secured major environmental approvals within this corridor, so that this segment was "shovel ready" when the competition was announced for High Speed Rail (HSR) funding. A final environmental impact statement (FEIS) was approved for our HSR project by the Federal Railroad Administration (FRA) back in 2005 and we expect to receive the final approved Record of Decision (ROD) from them within the next two weeks.

We have been moving forward aggressively since the award announcement. Engineering, legal and financial service teams have been in place since March of this year. We have been working closely with the FRA in developing project milestones, implementation strategies and budgets. Our relationship has been strong and collaborative.

At this point, we are planning a two step construction process in conjunction with the FRA. The majority of the work will be awarded through a turnkey Design, Build, Operate and Maintain bid process, otherwise known as a DBOM. We anticipate releasing bid requirements late this year and commencing the competition in the first quarter of 2011.

We are also planning an “Early Works” project that will accelerate preparation of the I-4 High Speed Rail corridor for the eventual construction of the system. The Early Works portion of the project will likely include construction of permanent safety barriers on certain segments of the alignment, reworking drainage systems, elimination of any median obstructions and making bridge overpass modifications in a few locations. Our goal is for the Early Works program to be bid at the end of this year and for construction work to begin by March of 2011.

Our schedule further contemplates the commencement of construction of the main part of the project by the third quarter of 2012 and completion in 2015. Top operating speeds initially were projected to be 168 mph, but our engineering team is designing this system to international standards and is evaluating design options to increase speed and decrease travel time. End to end express run time from downtown Tampa to Orlando International Airport is expected to be under forty-five minutes. The current plans are to design this corridor with sufficient flexibility to permit express service along with other service providing more frequent stops.

We initially estimated the total project cost of the Tampa-Orlando project at \$2.6 billion. Full funding of the capital cost beyond the \$1.25 billion federal stimulus award is expected from further federal sources such as the current federal 2010 \$2.5 billion high speed rail appropriation and from the Florida Rail Enterprise available funds.

In the meantime, the Department is proceeding with right-of-way mapping, acquisition and preliminary engineering. Today, approximately one hundred Floridians are working on this project, not including FDOT staff. Most of these people work for small businesses located in Central Florida.

The Department is also commencing early planning work on the Orlando-Miami segment by allocating \$1.3 million in state funds to initiate the preliminary engineering and environmental assessment for this corridor. We also will apply for additional federal funds from the current year appropriation to allow us to complete these activities and hope to secure a final environmental impact statement for the Orlando-Miami High Speed Rail project within the next two years.

Intermodal Connections

We are keenly interested in and aware of the need for establishing strong intermodal connections between High Speed Rail and regional and local transit systems. Progress on this has been substantial and rapid.

In Tampa, all alternative route alignments for the proposed light rail system run directly adjacent to the planned High Speed Rail station and these alignments extend to directly serve Tampa International Airport. Final route alignments are expected this summer. The Tampa High Speed Rail station also will integrate Hillsborough Area Regional Transit's (HART) main bus transit station, the northern terminal of which is already adjacent to the future High Speed Rail station.

In Orlando, we are working with central Florida leaders to evaluate connection options between SunRail and High Speed Rail. On April 17, 2010, the Greater Orlando Aviation Authority voted to move forward with the planning of a multi-modal station at the future South Terminal that would accommodate High Speed Rail and SunRail now and potential bus rapid transit and light rail in the future. This will substantially add to the connectivity the Orlando International

Airport station has with existing Lynx bus service and large parking rental car facilities and services.

Multi-modal connectivity with the other two Orlando stops also is expected to be strong. The Orange County Convention Center stop will be served by a combination of Central Florida's Lynx bus service, the I-Drive trolley and a vast private concierge service of buses and limousines run by area attractions and hotels and already servicing the Orange County Convention Center. Likewise, the planned stop at Walt Disney World, which will be on Disney property, can be served by Disney's private fleet of buses. As anyone who has been to Walt Disney World can attest, once you are on Disney property, you can leave your car behind.

Here in South Florida, the Miami Intermodal Center (MIC) represents the true convergence of modes. The MIC program reflects years of planning for commuter rail and High Speed Rail services to connect directly to the Miami Intermodal Center, with its great connectivity to Miami International Airport and various modes of surface transportation.

The MIC Central Station is located immediately east of the Miami International Airport (MIA) in Miami-Dade County, Florida. The MIC is a fully integrated program designed to relieve roadway congestion in the area surrounding MIA and create a transportation hub, or Central Station, where all forms of transportation will be available to the public. Major MIC Program elements include:

- A consolidated Rental Car Center (RCC);
- Area roadway improvements;
- The MIA Mover, an automated people mover system linking the MIC to the MIA terminal;
- The MIC Central Station, including a rail hub, parking, bus terminals, and the MIA Mover Station serving the MIC; and
- 8.5 acres of proposed on-site joint development, adjacent to and immediately east of the MCS site.

The rail component of the MIC Central Station includes accommodations for intercity rail (Amtrak), regional commuter rail (Tri-Rail), Miami-Dade County's Metrorail, and future high speed rail.

In addition to these efforts, the Department will be looking closely at the integration of passenger amenities and synchronization of modes at all High Speed Rail stops. Car rentals will be incorporated at all HSR stations. Combined train and airline ticketing opportunities will be explored. High Speed Rail and local bus and rail service schedules will be coordinated. We also will explore the opportunities for one-stop multi-modal ticketing. The ultimate goal is to make multi-modal movement convenient for the HSR riders from marketing, reservation, ticketing and usage perspectives.

So as you can see, Florida is truly on the fast track to realizing our passenger rail vision and we have great opportunities ahead. But those opportunities will come with challenges and there is no question that making these connections seamless is a critical challenge we face. I don't think anyone would have predicted 2 or 3 years ago we would be in the position we are today in terms of moving ahead on commuter **and** High Speed Rail, but it is happening and we are responding to the challenge.

Again, thank you Madam Chair for bringing this congressional hearing to us and as always, thank you for your strong leadership on all transportation issues we face nationally and in the great State of Florida.

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TESTIMONY OF

ANA SOTORRIO

ASSOCIATE AVIATION DIRECTOR

MIAMI-DADE AVIATION DEPARTMENT

BEFORE THE

U.S. HOUSE OF REPRESENTATIVES

TRANSPORTATION AND INFRASTRUCTURE COMMITTEE

SUBCOMMITTEE ON RAILROADS, PIPELINES AND HAZARDOUS MATERIALS

Field Hearing on:

Intermodal High-Speed Rail Connections

Miami-Dade College
300 NE 2nd Avenue
Miami, FL 33132
Chapman Room (Room 3210)

May 3, 2010

Good afternoon, Chairwoman Brown, Chairman Oberstar, Ranking Member Mica and distinguished Members of the Subcommittee. I appreciate the opportunity to tell you about the great intermodal connections that are being developed in Miami-Dade County and the strong partnership among the local, state and federal agencies that are making them possible. Here in Miami-Dade County we were talking intermodal long before it became fashionable.

Let me first mention Miami International Airport and its significance to the nation, the State of Florida and the local community. MIA is the nation's leading international cargo airport and the second ranked international passenger airport. It is the largest gateway to the Latin American/Caribbean region with more than 1,100 weekly departures to 67 destinations in the region.

The airport is also Florida's busiest and its premier international gateway handling 70% of the State's arrivals from abroad. With a catchment area that reaches Orlando, Miami provides global access for Florida's growing population, as well as serving as the entry point for millions of annual visitors and business travelers.

MIA is the primary driver of South Florida's economy, generating more than \$27 billion annually in business revenue and more than 282,000 jobs, equating to one of every four jobs in Miami-Dade County.

To remain competitive and meet growing demand, the Miami-Dade Aviation Department is investing \$6.3 billion to modernize and expand its infrastructure. All aspects of airport operations, from the Terminal and roadways to the cargo facilities and the airfield, are being improved. An 8,600-foot fourth runway, opened in September 2003, has increased MIA's airfield capacity by 25%, extending the ability of the Airport to sustain growth, while decreasing the cost of delays to airlines and passengers.

Extending from MIA's Central terminal, the South and North Terminals will add more than four million square feet to MIA's existing 3.5 million square feet of space. The new South Terminal is now open and adds 1.7 million square feet to MIA. The North Terminal will encompass more than 3.2 million square feet upon its phased completion in 2011. At that point, the terminals will have a total of 130 gates, with 100 international

gates and 30 domestic gates. The Terminals will have 556 ticket counters and 120 self-service check-in devices.

MIA's cargo facility development program that began in 1992 has been completed, providing the Airport with more than 2.7 million square feet in 17 new cargo buildings. Aircraft parking space has grown to more than 3.8 million square feet, with 41 common-use cargo positions and 23 leased cargo positions.

With two legs of the three-legged capacity stool well underway – the airfield and the terminal - we focused on the third leg – ground access. We knew that the airport would choke on its own traffic without improvements to the expressways and roadways as well as the development of alternate transportation modes like transit.

The main challenge has been to identify funding for these needed improvements. As you know, federal law prohibits the use of airport revenues on off-airport property. So, we turned to our federal, state and local partners. I am here to tell you that the cooperation and coordinated intermodal improvements that have resulted from this partnership is unprecedented and a model for the nation.

This is most evident in the Miami Intermodal Center (MIC), which you will visit tomorrow. The MIC encompasses roadway improvements, a Consolidated Rental Car Center, and a Central Station that includes Tri-Rail, Metrorail, Amtrak, future high-speed rail and a bus depot.

The Florida Department of Transportation (FDOT) invested more than \$1 billion in the MIC Program, which other witnesses will describe in more detail. So, let me tell you what this program has done for MIA. It has decongested the major north-south highway serving MIA, LeJeune Road, and provided direct connections to the major expressways – S.R. 836 and S.R.112. The significance of these improvements cannot be over-stated – it is huge!

But there is more, the MIC will provide connectivity between nearly all the modes of transportation. First to come on line is the Rental Car Center opening this summer. By consolidating rental car functions off site, the MIC will absorb a great deal of the

vehicular traffic that presently congests the roadways in and around Miami International Airport. This has the added benefit of reducing greenhouse gas emissions and improving MIA's air quality, particularly in the lower drive.

Next is the Miami Central Station slated for completion in 2012. It encompasses transportation and joint development facilities, consolidating the local and regional means of transportation to MIA, including Tri-Rail (regional commuter rail), Metrorail, Amtrak and future high-speed rail.

Last, but certainly not least, is the MIA Mover – the County's contribution to the MIC program. The elevated, automated people mover system will open in 2011, providing a convenient and reliable means for transporting passengers between MIA and the MIC. It will also remove commercial traffic from airport roadways.

The funding scheme for the MIC's \$1.7 billion price tag is also a model of inter-modal cooperation. A variety of federal, state and local funding sources were used, including: Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, airport revenue, State transportation funding prioritized by the Miami-Dade Metropolitan Planning Organization (MPO), Miami-Dade Expressway Authority (MDX) contributions, FDOT State Infrastructure Bank (SIB) loan and private-sector contributions consisting of Car Rental Center Customer Facility Charges (CFC), leases and contingent rent. Truly amazing!

I stated earlier that the main challenge is funding. The last remaining major access project is at the airport's front door - Central Boulevard – the last mile between the primary access roadways and the airport. If not improved, this would have created a choke point that would have negated all the other access improvements. Again, our partners at FDOT recognized the significance of this project and committed 50% of the cost.

The problem was that we did not have the local match. MIA's massive \$6.3 capital improvement program has us financially strapped, and we were in danger of losing the State money. Director Abreu turned to the Miami-Dade Expressway Authority (MDX). To their immense credit, the MDX Board and its Administration, realizing that this choke

point would also choke the economy of South Florida, provided the local match. They also agreed to take on management and construction oversight of the project. The project will soon be underway with an expected completion in 2012.

The MIC and Central Boulevard improvements will provide much-needed connectivity between regional and local transportation systems and benefit residents and visitors for many decades. It will also preserve MIA as a viable international gateway.

Our passengers do not know the difference between the alphabet soup – FDOT, MDX, MDAD, FAA, FTA, FHA, etc. – they just know it's difficult to get to the airport. And, travelers have choices in air transportation. If we don't make access to the airport easy, travelers will simply make other choices.

Lastly, I would be remiss if I do not mention another inter-modal project that is vital to MIA – the 25th Street Improvements and Viaduct. The project was conceived in the 1990s to reduce congestion arising from the expansion of on-airport and off-airport cargo facilities on the west side of Miami International Airport (MIA). The project spans a two-mile corridor and is designed to enhance truck ingress/egress to MIA's West Cargo Area and adjacent off-airport freight facilities through: (1) reconstructing and widening the NW 25th Street and (2) constructing a new viaduct (an elevated bridge).

This Project is another cooperative effort among the FDOT, the Aviation Department, and the MPO, which has given this project its highest priority. Phase I of the N.W. 25th Street at-grade improvements and new viaduct to S.R. 826 project is currently under construction with an expected completion date of July 2011. However, the full benefit of the roadway improvements will not be realized until the Phase II project extends the at-grade improvements to N.W. 87th Avenue and completes the viaduct construction west from SR-826 to N.W. 82 Avenue.

If these improvements remain unfinished, the resulting situation threatens MIA's leading position as a gateway for international cargo. Conservative projections estimate losses of more than \$1 billion annually to the local air-freight industry due to excessive ground transportation delays, spoilage of perishable goods, missed transshipment windows and late arrival of goods at the final destination. Nearly 69% of U.S. perishable air

imports (597,514 tons) arrive through MIA. This includes 87% of U.S. flower imports and more than 71% of U.S. fruit and vegetable imports. As I speak, 22 million rose stems will be taken off airplanes at MIA today to hopefully be quickly inspected by federal authorities and cleared to be loaded on trucks and taken to the distribution centers west of SR 826 so that our Mothers will have flowers to celebrate their special day.

We applied for a TIGER grant, but our project, nor any other Florida project, was selected. We intend to apply for a TIGER II grant and would appreciate your support for this worthy project of national significance.

Once again, I'd like to thank the Chair, ranking member, and committee members for the opportunity to bring to your attention Miami International Airport's intermodal priorities. We look forward to hosting you tomorrow and giving you a first-hand look at MIA.

**FRA Administrator Joseph C. Szabo
Testimony before House Transportation and Infrastructure
Subcommittee on Railroads, Pipelines, and Hazardous Materials
Miami, FL
May 3, 2010
2:00 PM**

Thank you Chairwoman Brown, Chairman Oberstar, Ranking Member Mica and Ranking Member Shuster for inviting me to Miami to update your committee on the President's program of investments in high-speed and intercity passenger rail service.

Madam Chairwoman, thank you for hosting this hearing and the one on April 20th. These forums have provided a valuable opportunity to highlight our high-speed and intercity passenger rail initiative and deliver our message to different parts of the country. Today, you have chosen to highlight how passenger rail contributes to creating a truly intermodal transportation system.

Over the past year, there has been a dramatic change in our nation's view on transportation and specifically the growth and development of passenger rail systems throughout this country.

Less than two years ago, a Federal partner for the States to develop high-speed rail did not exist. The Passenger Rail Investment and Improvement Act of 2008 (PRIIA), championed by this Committee put a new spotlight on intercity passenger rail. President Obama advocated for the \$8 billion provided in the American Recovery and Reinvestment Act of 2009 (Recovery Act) for the largest single national investment in passenger rail.

There are some who believe that only investments yielding 200 mph service will yield benefits. The facts show otherwise. The Federal Railroad Administration (FRA) views high-speed and intercity passenger rail service in the context of meeting the needs of the passengers in transportation markets, rather than as a race to see how fast a piece of equipment can move. FRA also believes that trip times between stops, rather than speed, is a critical factor in developing viable high-speed rail corridors.

It is for that reason that our Vision for High-Speed Rail in America, published just over a year ago had a comprehensive vision for passenger rail encompassing trains running at speeds of 150 to 200 mph on stand-alone tracks (Express High-Speed Rail); trains running at speeds in the 125-150 mph range (Regional High-Speed Rail); upgrades to existing railroads with speeds of 110 to 125 mph (Emerging High-Speed Rail); and significant improvements to traditional 79 mph service (Improved Intercity Passenger Rail). This means that there are opportunities to fund customized rail systems that work for different markets and regions. The States determine their individual needs. Regions and States will have the opportunity to seek funding for projects that meet their specific transportation needs.

This is certainly not a one-size-fits-all endeavor. Those who have experienced rail service in Europe and Japan will recognize the criticality of taking a comprehensive approach to create a successful passenger rail system. This approach needs to include rigorous planning to ensure funds are focused on projects that maximize benefits to the public, transportation networks, and overall economic performance.

Support for this program was evident in the numerous applications received by the Department of Transportation (USDOT) following the President's announcement. 259 applications requesting \$57 billion competed for the \$8 billion made available in the Recovery Act.

We received a variety of applications, varying tremendously in size and scope, reflecting the priorities of the State applicants. We worked hard to quickly review these proposals, while ensuring that we allocated the Recovery Act funding to the projects posed to deliver the most benefits relative to their investment costs. Less than a year after the Recovery Act was enacted, the President announced that 31 States and the District of Columbia will receive grants. This includes major investments in Florida and California, the only two States to apply for help standing up brand new Express High-Speed Rail systems. In rough terms, approximately 45 percent of the funds will go for Express High-Speed Rail, 40 percent for Regional or Emerging High-Speed Rail, and 15 percent for projects to benefit intercity passenger rail that can be under construction quickly.

Over time, our goal is for a number of regional routes to link cities and regions together, reflecting our comprehensive approach and creating a seamless network that offers Americans a real transportation alternative. This will reduce congestion that everyone expects will grow in the coming decades.

I have been a frequent visitor to Florida for decades. My observation has been that Florida is one of the States with the greatest potential to cost effectively reshape its transportation system through improved public transportation. Florida has the potential to create a system that will be safe, energy efficient, environmentally beneficial, make communities more livable, and improve the local economy. But the key word here is “potential”. To date, most of this potential has been unrealized. The current high-speed rail efforts represent the fourth attempt to develop a high-speed rail service. Each past initiative has been very promising. Each has demonstrated the potential for significant benefits, and each has floundered.

The Department’s decision to allocate significant resources to high-speed rail in Florida reflects our view that Florida now has the will to create a high-speed rail system. Florida has begun to develop a comprehensive intermodal transportation network – including intercity passenger rail, commuter rail, light rail, buses, airports and roads. There is even the existing Auto Train, operated by Amtrak, which carries passengers and their vehicles from Virginia to Florida.

Included in this network is a comprehensive rail program. One of the remaining pieces is the development of high-speed rail. And, in the case of Florida, trains running at speeds greater than 150 mph meet the needs of the local markets.

At FRA we recognized the public benefits this technology could deliver in the State. We awarded funding for the creation of a brand new high-speed rail corridor that will eventually connect Tampa Bay, Orlando, Miami and other communities in central and south Florida. These plans have been in the works for 20 plus years.

There are a couple of reasons why FRA allocated funds to this project. As you know, this region has experienced significant population growth in recent decades, as well as increases in

the volume of visitors, leading to significant strains on area roadways and airports. These cities together have a population of over 10 million people and account for two of the nation's 20 largest metro areas. These new high-speed rail lines are designed to provide an attractive and competitive transportation alternative for residents and visitors in the area.

The first phase of the service will connect Orlando to Tampa, with intermediate service to several of central Florida's major tourist destinations. Our investment of over \$1 billion will initiate the development of this segment, with speeds reaching 168 mph and 16 round trips per day on right-of-way dedicated solely to high-speed rail. Trip time between the two cities on the new service will be less than one hour, compared to around 90 minutes by car. This project will create substantial numbers of jobs and generate economic activity as miles of track are constructed, stations are built or enhanced, and equipment is purchased. We anticipate that this phase of the project will be complete in 2014.

The second phase will connect Orlando to Miami. This line will be 220 miles in length and is expected to operate at speeds up to 186 mph. Once operational, this service will reduce travel time between these two cities to approximately two hours, or roughly half as long as it takes to drive the same route. Ultimately, we expect 20 round trips per day between Orlando and Miami. Although Recovery Act funding will not be used for this segment, significant planning activities are on-going to prepare for this second phase of Florida's high-speed rail vision. This project is scheduled for completion in 2017.

The key to our new High-Speed Intercity Passenger Rail (HSIPR) Program is a strong, committed State government and State DOT. Florida faces the challenge of developing the project management structure that will assure timely development and operation of the system, addressing issues of liability for intercity, as opposed to commuter, rail service, and having such confidence in the project at the State level that the State is willing to assume risk – both during the construction phase and the start – up of operations. So far, we are pleased with our decision to allocate Recovery Act resources for the first segment and look forward to continuing to work cooperatively with Florida transportation officials to move this exciting State-driven project forward. FRA is committed to its partnership with Florida. We firmly believe Florida has

benefitted from our comprehensive program that enables States to tailor their choices to fit the needs of the marketplace.

Projects such as the one in Florida have longer-term horizons, because of the complexity of the States' plans. However, there are smaller, more incremental projects that were awarded Recovery Act funds that we are working hard to implement.

To ensure that jobs can be created in the near term, consistent with the overall objectives of the Recovery Act, we have also implemented a "Fast Track" program. We are already coordinating with States on those projects that are ready-to-go, and move them out quickly so construction can start this year. We hope to be announcing final grant agreements through this program in the coming weeks. By comparison, it took the Federal government three years to get the first dollar out the door when the national highway system was being developed.

We have seen real progress both in the States and among transportation communities in terms of getting this initiative off the ground. President Obama is committed to transparency. Long-serving USDOT staff say the HSIPR program is one of the most transparent in the Department's history.

As the program matures, we have worked hard to maintain strong relationships with States and stakeholders. Since the beginning of the application process, we have held biweekly conference calls with State DOT CEOs, with dozens of participants on each call. We also organized eight regional meetings with State DOTs and other stakeholders. We held individual, in-person meetings with Governors and legislators from across the country. This unprecedented back and forth with States was tremendously helpful as we thought about how to make this program a success.

We have also forged strong partnerships with rail and transportation associations and stakeholder groups. In fact, the American Association of State Highway and Transportation Officials recently commended FRA's outreach efforts as well as our dedication to implement the Administration's ambitious agenda.

In short, we are upbeat and confident that this program will make important contributions to America's transportation landscape. Florida has the potential to be the model project for the Nation provided it can sustain the State's commitment. We look forward to working with Florida and the other States, and Congress to help make America's passenger rail system the best in world.

Thank you.

Testimony of United Transportation Union

May 3, 2010

Miami, Florida Field Hearing on Intermodal
High Speed Rail Connections

Subcommittee on Railroads, Pipelines, and
Hazardous Materials

House Transportation and Infrastructure
Committee

Andres Trujillo
Florida State Legislative Director
United Transportation Union



Good afternoon Madam Chair, Chairman Oberstar, Ranking Member Mica and Shuster, Counsel, and our own Mario Diaz-Balart. I am very thankful for the opportunity to appear before you today. Welcome back to South Florida, where our citizens benefit from TriRail, MetroRail, service from Amtrak intercity passenger rail, and where we are looking forward to high speed rail sometime in the near future.

We also have a municipal bus service that contributes to the connections of our existing rail services. Our Tri County area is a community that needs a significant expansion of our rail system. The highway congestion in the South Florida area burns up millions of gallons of fuel, adds many hours of travel time, and is a major productivity concern for our business community.

My testimony today also represents the positions of all the Rail Unions representing the men and women that build, maintain, and operate our freight and passenger rail system in the United States.

We cannot discuss High Speed Rail without discussing Amtrak. Amtrak is America's National Passenger Railroad and the only current provider of some form of high speed rail in the US. Amtrak also operates successful commuter rail service in partnership with local and state authorities.

In the Northeast Corridor between Washington, DC and Boston, Amtrak operates our only high speed rail service with the Acela Express. Union Station in Washington DC and all rail stations in the Northeast Corridor have become intermodal hubs with direct connections to provide a seamless network of transportation options for citizens living in those communities. Amtrak has created the model for intermodal connections and seamless access to other transportation options with these operations. Such is the model that Florida should try to emulate as it lays out plans for developing High Speed Rail and for its emerging or existing commuter rail operations. We are glad to see the Miami Intermodal Center, taking form.

Amtrak has a dedicated and experienced workforce which would be a critical key component in rolling out and operating high speed passenger rail service. These employees have delivered Amtrak service to a growing national ridership despite years of inadequate funding and an uncertain future. Amtrak has a level of expertise in the operation of passenger rail that does not exist anywhere else in this country.

Commuter rail service operating on shared right of way will provide a vital customer base for high speed rail. Our freight railroads have proven they can be successful partners with commuter and passenger railroads all across the country. Millions of commuter rail trips each year operate over tracks and rights of way owned by freight railroads.

This movement of passengers takes place over the same network that supports the movement of goods from nearly every industrial, wholesale, trade, retail, agricultural and

mining business sector of our economy. Today, railroads account for 43 percent of intercity freight volume – more than any other mode of transportation.

Each high speed rail corridor is unique and comes with its own set of opportunities and challenges. For those that will share right of way with freight operations, striking the right balance as we grow both passenger and freight rail is the key to ensuring America's economic engine keeps running.

The final piece of the intermodal connection is the American Manufacturing community. A strong transportation system and a strong U. S. manufacturing base are intrinsically linked. It is good economic policy to allocate massive public investments for the nation's infrastructure and to do so with the use of U. S. steel, iron, concrete, and manufactured goods and equipment.

Equally important, our domestic manufacturing capability must be ready to produce the locomotives, the rail cars, the passenger buses, and other finished products that our private and public transportation entities will be purchasing in the years to come.

The recent inclusion of Buy America provisions in the American Recovery and Reinvestment Act of 2009 builds upon and expands existing federal law

A better model of investment in transit systems, Amtrak, and an expanded high speed rail network, also ensures that the locomotives, rail cars, and buses, are built in America, with domestically produced materials and equipment. Strong Buy America requirements, and strict enforcement of the rules are a prerequisite for a robust domestic manufacturing industry, and transportation labor will insist that these requirements are followed in all transportation investment programs.¹

I appreciate the opportunity to deliver our message.

¹ TTD Policy Statement Expanding our Transportation System – March 2009

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MAY 3, 2010

MIAMI, FLORIDA

**U.S. HOUSE OF REPRESENTATIVES
SUBCOMMITTEE ON
RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS**

**HEARING ON
“INTERMODAL HIGH-SPEED RAIL CONNECTORS”**

**WRITTEN TESTIMONY OF
JAVIER RODRIGUEZ, P.E.
MIAMI-DADE EXPRESSWAY AUTHORITY**

Thank you Chairwoman Brown, Chairman Oberstar and ranking Member Mica for accepting this written testimony from the Miami-Dade Expressway Authority (MDX). It is an honor for me to provide input on behalf of MDX, a local transportation agency, regarding Intermodal High-Speed Rail Connectors.

My name is Javier Rodriguez, and I have the privilege of serving as Executive Director of MDX. MDX is a state sanctioned, locally administered, public agency created in 1994 by the State of Florida and the Board of County Commissioners of Miami-Dade County. MDX is

governed by its Board of Directors, comprised of 13 volunteer members appointed by the Board of County Commissioners and the Governor of the State of Florida. MDX oversees, operates and maintains five expressways in Miami-Dade County: SR 836/Dolphin Expressway; SR 112/Airport Expressway; SR 874/Don Shula Expressway; SR 878/Snapper Creek Expressway; and SR 924/Gratigny Parkway. Transportation is our business and mobility is our commitment to the millions of residents and visitors to South Florida. MDX is wholly funded by the tolls collected on these highways and ensures that all of the tolls collected are reinvested into the improvement of these transportation facilities in Miami-Dade County

Madam Chair, I commend you and the members of the Committee for holding this field hearing in Miami. You have chosen an appropriate location because Miami, since 1991, has been moving towards intermodal transportation connections with the development of the Miami Intermodal Center (MIC). The MIC which is currently under construction by the State of Florida Department of Transportation is an example of how collaboration, cooperation and a common goal to connect people can shape the future of a community. The MIC is a collaborative effort that includes input from the Federal Highway Administration, Miami International Airport, Miami-Transit, South Florida Regional Transportation Authority, the Greater Miami Chamber of Commerce, and MDX. Since its early development, the MIC recognized the importance of connectivity, and included high-speed rail connectors such as AMTRAK, Tri-Rail, and the possibility of future High-Speed Rail. Our community is very thankful that the future is here. On January 28, 2010, the Florida Department of Transportation was awarded \$1.25 billion for 84 new miles of track and 240 planned miles of high speed rail track. The first phase of the project will connect Tampa to Orlando, and the second phase will connect Orlando to Miami.

Madam Chair and members of the Committee, MDX is supportive of the need for High-Speed Rail Connectors. In July 2009, the MDX Board of Directors unanimously adopted Resolution No. 09-05 in support of High-Speed rail to Miami. The resolution mentions the importance of affordable choices for travelers between Tampa, Orlando and Miami. It also mentions the strong financial commitments made by the Florida Department of Transportation, Miami-Dade County and MDX in the development of the Miami Intermodal Center and the surrounding infrastructure needed to support its success. For example, FDOT, Miami-Dade County, and MDX have invested over \$3.0 billion for improvements to access roads in the vicinity of Miami International Airport, the MIC and nearby expressways. In addition, MDX in partnership with Miami-Dade County and Florida International University is exploring the development of existing transportation corridors to accommodate Bus Rapid Transit (BRT) or Express Buses. The potential for this additional travel option in Miami-Dade County will enhance connectivity for High-Speed Rail users. MDX strongly believes that the MIC represents a prototype for intermodal connections and good transportation policy. Bringing High-Speed Rail to the MIC will link three major metropolitan centers that will enhance travel opportunities for many Floridians and visitors to our State.

As an Expressway Authority, it may seem odd that we are supporting Intermodal High-Speed Rail Connectors, but the fact is that in Florida no single mode of transportation will sufficiently serve the growing demand for the mobility of people and goods. It is not about highways versus transit, or toll ways versus rail. It is about understanding that transportation is essential to the economic vitality of Florida, and that the power of working collaboratively amongst all modes to achieve a common goal is paramount. MDX understands this need to

balance our transportation modes, and embraces the power of leveraging our resources for the good of our community.

Madam Chair, Chairman Oberstar and members of the Committee, I commend you for your efforts in recognizing the need for Intermodal High-Speed Connectors. The development of High-Speed Rail and the expansion of Inter-City Passenger Rail service are essential to meeting the needs of Florida.

**MIAMI-DADE COUNTY EXPRESSWAY AUTHORITY
RESOLUTION NO. 09-05**

WHEREAS, the Miami-Dade County Expressway Authority ("MDX" or the "Authority") is a body politic and corporate, a public instrumentality and an agency of the State of Florida, established by Ordinance 94-215, adopted on December 13, 1994, by the Board of County Commissioners of Miami-Dade County (MDC), Florida, under and pursuant to the Florida Expressway Authority Act, Part I of Chapter 348, Florida Statutes; and

WHEREAS, MDX finds that the development of a High Speed Rail (HSR) service between Miami and Orlando will greatly enhance economic development and regional mobility in South Florida, and

WHEREAS, a HSR service between Miami and Orlando will afford travelers a viable alternative to air and highway travel between these two economic, trade, population and tourist destination centers to the benefit of both areas; and

WHEREAS, The Miami Intermodal Center (MIC) currently under construction adjacent to the Miami International Airport (MIA) will conveniently and efficiently facilitate the transfer of passengers among a variety of travel modes, including air, commuter rail, intra-city and inter-city bus, AMTRAK and Expressways, with previously planned station availability for HSR service; and

WHEREAS, due to recent substantial investment in excess of \$3.0 Billion by FDOT and MDC in the improvement of access roads in the vicinity of MIA; the MIC, and nearby expressways, good transportation policy commends leveraging this investment by the addition of a HSR modal component to the travel options in the region through designation of the MIC as the Miami hub for HSR; and

WHEREAS, The Federal Government (USDOT) has invested heavily in the MIC, with Vice President Biden on site in March 2009, proclaiming that this prototype of an intermodal travel center represents the future and

WHEREAS, MDX, in partnership with MDC, is exploring development of existing transportation corridors to accommodate Bus Rapid Transit (BRT). The potential for this additional travel option will enhance connectivity for HSR users.

THEREFORE, in light of the foregoing, BE IT RESOLVED THAT MDX supports development of HSR service between Miami and Orlando that will ensure travel at a sufficiently high speed to provide a viable alternative regional travel mode and urges the FDOT that in its final application it assures that the Miami-Orlando portion of the Florida HSR project truly be a High Speed train with a travel time of less than two hours between Miami and Orlando and that the cost will be earmarked from the Stimulus Funds to finish the environmental studies, acquisition of rights of way and working drawings, so the Miami-Orlando section can be bid ready before the end of 2012.

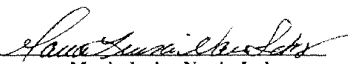
Effective Date. This Resolution shall take effect and be in force immediately upon its adoption.

The foregoing resolution was offered by Board Member Maurice A. Ferré, who moved its adoption. The motion was seconded by Board Member Norman R. Wartman, and upon being put to vote, the votes were as follows:

Member Maurice A. Ferré	-aye
Member Robert W. Holland	-aye
Member Nick A. Inamdar	-aye
Member Carlos A. Lacasa	-absent
Member Felix M. Lasarte	-absent
Member Al Maloof	-aye
Member Gus Pego	-aye
Member Shelly Smith Fano	-aye
Member Yvonne Soler McKinley	-absent
Member Jorge M. Vigil	-aye
Member Norman Wartman	-aye
Vice Chair Louis V. Martinez	-aye
Chair Maritza Gutierrez	-aye

The Chairperson thereupon declared the resolution duly passed and adopted this 28th day of July, 2009.

**Miami-Dade County Expressway Authority
(MDX)**

By: 
Maria Luisa Navia Lobo
MDX Secretary

